

Prices and Prospects.

CLAIM OF ILLEGALITY IN COKE PRICE FIXING NOT SUSTAINED

Attention Excites Surprise
Rather Than Support By
the Coke Trade.

ADJUSTMENTS AT \$6.00

Contracts Which Provided for Periodical Settlements; Fixing of Foundry Differential Expected Soon; Possibility Further Price Revision.

Special to The Weekly Courier.

PITTSBURGH, Nov. 8.—A great many complaints have been made to the Administration at Washington that the coke operators are charging prices higher than the set price of \$6.00. It is well established in trade circles in this city and the coke region generally that such quotations have been made, and if there have been no transactions at such higher prices the fact is simply to consumers being willing to pay to them.

Two or three coke operators are reported to be contending that the \$6.00 price is not binding, on the ground that it was fixed by the War Industries Board and not by the Fuel Administration. This contention is said to be based upon advice of counsel. Coke operators who were in Washington for the conference of September 21, with the War Industries Board, know that the recommended price for coke was \$6.50 and at President Wilson's order of the 50th day, fixing the price at \$6.00. Section of the Lever act empowers the War Industries Board, and not the Fuel Administration, to fix the price of coke, and that is what the President's order does. The President's order is a law, and it is what the President's order is, and it is what the President's order is, and it is what the President's order is.

The pig iron market continues to show a fair degree of activity. All sales, except of off iron, being at the set prices. The blast furnaces have readily accepted the spirit as well as the letter of the agreement with the Government authorities. Sales in the past few days include 10,000 tons of basic at \$33.00, Valley, 1,500 tons of special Bessemer at \$32.50, the extra 32 over standard Bessemer covering special analysis in both phosphorus and sulphur, and 150 tons of off basic. The last named sale was at \$32.50, or 50 cents under the price for standard, and the seller paid the broker making the transaction a commission of 32 1/2 cents a ton.

The prices of Bessemer and basic iron in October, averaged according to the tonnage sold, are announced by W. P. Snyder & Company at \$33.00 for Bessemer and \$33.00 for basic, precisely the set prices. As there were no out price sales it is evident that pig iron was not plentiful, and yet the willingness of furnaces to sell, when they could spare iron at all, was shown by the fact that the sales used in the computations totaled fully 100,000 tons, the largest amount for any month since June.

Average quoted prices of spot coke have been as follows:

	Furnace	Foundry
January	\$34.44	\$31.62
February	34.57	31.75
March	34.70	31.88
April	34.83	32.01
May	34.96	32.14
June	35.09	32.27
July	35.22	32.40
August	35.35	32.53
September	35.48	32.66
October	35.61	32.79

Average quoted prices on pig iron at Valley furnaces, have been as follows:

	Bessemer	Basic	Foundry
January	\$35.00	\$30.00	\$30.00
February	35.00	30.00	30.00
March	35.00	30.00	30.00
April	35.00	30.00	30.00
May	35.00	30.00	30.00
June	35.00	30.00	30.00
July	35.00	30.00	30.00
August	35.00	30.00	30.00
September	35.00	30.00	30.00
October	35.00	30.00	30.00

The coke market remains quotable \$6.00, with a possibility that \$7.00 would be a fair quotation on foundry coke.

Car supplies have been worse rather than better in the past ten days, and yet certainly have shown no improvement since the priority order in favor of the Connellsville coke region is promulgated four weeks ago.

Effective November 1 the priority for iron in favor of lake coal shipments was rescinded, as to 21 railroads, saving 27 still under the order, but the whole of the 21 roads are the important in point of movement involved. Instead of this resulting correspondingly greater supplies of cars for commercial loadings the cars seem to have disappeared quite. The result is that while at this week coal at the set price has been very scarce it is now very plentiful, but without cars. Many at operators are offering coal free, but with the proviso that the buyer must find the cars. The cars released in the lake trade are not to be used in the Connellsville region.

The blast furnaces continue to operate at about 90 per cent of the available capacity, the restriction being due to insufficient coke. Possibly the greatest curtailment is in a case of the Carnegie Steel company, which will soon have relief, though the Clairton by-product plant is nearing completion. The plant to comprise 1,250 ovens eventually, 1,640 are now under construction and about half of these are to be completed next month, the remainder to be early in the new year. The 640 ovens will have an output of about 600,000 tons of coke a year, or over 60 per cent of the amount now being produced in the Connellsville and War Connellsville regions. The 640 ovens are to be entirely independent of the railroads, the coal being brought to the ovens and the coke shipped by water exclusively. This could relieve the railroads and provide a better car supply while it is to relieve the belated oven industry.

Review of the Connellsville Coke Trade.

Statistical Summary.

DISTRICT.	WEEK ENDING NOV. 3, 1917.				WEEK ENDING OCT. 27, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,445	17,855	2,010	175,452	20,445	17,855	2,010	175,452
Lower Connellsville	17,045	16,510	1,525	155,371	17,045	16,510	1,525	155,371
Totals	38,000	34,365	3,535	330,823	38,000	34,365	3,535	330,823

FURNACE OVENS.	WEEK ENDING NOV. 3, 1917.				WEEK ENDING OCT. 27, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,038	15,186	1,852	149,315	17,038	15,186	1,852	149,315
Lower Connellsville	5,826	5,316	510	54,126	5,826	5,316	510	54,126
Totals	22,864	20,502	2,362	203,441	22,864	20,502	2,362	203,441

MERCHANT OVENS.	WEEK ENDING NOV. 3, 1917.				WEEK ENDING OCT. 27, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,407	2,649	758	26,137	3,407	2,649	758	26,137
Lower Connellsville	11,519	10,563	1,516	108,545	11,519	10,563	1,516	108,545
Totals	15,226	13,152	2,274	134,682	15,226	13,152	2,274	134,682

SHIPMENTS.	WEEK ENDING NOV. 3, 1917.				WEEK ENDING OCT. 27, 1917.			
	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.
To Pittsburgh	3,518	133,165	3,012	101,876	3,518	133,165	3,012	101,876
To Points West of Pittsburgh	5,039	175,125	4,291	148,583	5,039	175,125	4,291	148,583
To Points East of the Region	1,176	39,554	1,516	51,735	1,176	39,554	1,516	51,735
Totals	9,733	347,844	8,819	302,194	9,733	347,844	8,819	302,194

Production and Output.

COKE AND BY-PRODUCT COAL GIVEN PRIORITY OVER OTHER FREIGHT

COKE TRADE SUMMARY.

After a further conference with steel, coke and by-product coal representatives, the War Industries Board and the Fuel Administration have come to the conclusion that drastic measures must be taken in order to insure a supply of fuel for the munitions producing plants as a step necessary in the winning of the war. In accordance with this conclusion a Priority Order has been issued, effective immediately, which will give preference to shipments of coke and by-product coal over all other kinds of freight. In applying this order cars suitable for coal and coke traffic will be requisitioned from all available sources and the full power of the Fuel Administration will be used in the execution of the order.

Having so long operated at but 65 to 70 per cent of capacity, with a working force barely sufficient for that schedule, it will not be possible for the region to speed up to 100 per cent production without several preceding weeks of rather slow recruiting. Every effort will be made to operate with the government to the fullest extent, both through increasing production and facilitating the movement of coke and by-product coal.

That radical steps designed to improve car supply are needed, is shown by the fact that last week's record of shipments, the total by rail and river, having been 322,344 tons, an increase over the previous week of 14,000 tons, but still far below the average of the past 10 months.

Fuel Administration Takes
Drastic Step to Insure a
Fuel Supply.

FOR MUNITIONS PLANTS

Order Effective Immediately; Will Be Backed by Full Power of Government; Cars to Be Taken Wherever Found; Region Will Cooperate.

The Fuel Administration and War Industries Board, having definitely come to the conclusion that in order to win the war there must be no interference with the continuous and strenuous operation of the industries engaged in the manufacture of war munitions and supplies, are agreed that drastic measures must be taken to insure a fuel supply. This decision followed a conference in Washington this week attended by representatives of the steel, coke and by-product coal producers.

To meet this situation a Priority Order has been issued giving shipments of coke and by-product coal preference over every other form of freight, including commercial coal. To carry this order into effect cars suitable for this traffic will be requisitioned from every available source and all the power of the Fuel Administration employed in its execution. The order becomes immediately effective, notice of its issuance having been given to both the railroads and the coke operators and producers of by-product coal.

Every effort will be made to cooperate with the government to the fullest possible extent in the matter of increasing production and facilitating the movement of fuel under this order. The operation of the coke region having so long been restricted by labor and transportation conditions to about 65 to 70 per cent of capacity, it will be quite out of the question to immediately expand to 100 per cent which can be reached only with a full quota of both cars and men. As a result of the continued shortage of cars, and irregularity in placing them, which has prevailed with more or less severity during the whole of the current year, the number of available workmen at the plants has been reduced far below the force which will now be necessary to man them for 100 per cent production. While the shortage of men has been a more or less chronic condition, the fact that a majority of the plants were unable to run full time, has caused a large number of men to seek other employment. When it has been demonstrated that under the new Priority Order a full supply of cars can be had, and full time guaranteed coke workers, the high rates of wages and generally satisfactory working conditions in the region will, it is expected, draw many men back into the industry. In such event a full capacity production can be attained by degrees but it will of necessity be preceded by several weeks of rather slow recruiting of an adequate force of men.

That there is urgent need for some energetic measure to be taken in the matter of a better car supply, if it is hoped to keep the steel and munitions plants generally in operation, was illustrated again last week when shipments of coke were but 322,344 tons. While this is an increase from the extremely low mark of 306,394 tons during the previous week, it is yet far below the average of the region of the past ten months, during which time there has been incessant appeals from the furnaces for more coke, and still more cars.

Says day, the observance of All Saints Day and the shortage of cars had tended to make last week's record a poor one, but it was really better than had been expected, bearing in mind the exceptionally poor showing of the week preceding. Car supply thus far this week is practically the same as last week and conditions on the whole are about the same. Some parts of the region report accessions of men; others report defections indicating a shifting about, as has become a habit of some, rather than a net gain in the total number. For the week ending Saturday, November 3, the shipments, by rail, aggregated 9,533 cars, carrying 327,584 tons, consigned as follows:

Pittsburgh District 3,215 115,103
West of Pittsburgh 5,028 175,125
East of Connellsville 1,176 39,554

River shipments were 4,760 tons, increasing the consignments to Pittsburgh to 115,865 tons and to Western points to 177,125, and the total movement to 332,990 tons, a gain of 660 tons by river and 25,000 by rail, or a total of 25,554 tons.

Bit Less in Use of Coal.
"Of the world's coal mined, 1,235,000,000 tons is wasted in heat radiation and other losses," was the statement recently made by L. C. Harvey during the course of a talk in London on "Fuel Economy." In 1910 the coal mined in the world was about 1,500,000,000 tons, and according to Mr. Harvey it was improbable that anything like 5 per cent was ever turned into useful work.

TRAFFIC TROUBLES GROWING WORSE IN WESTERN PENN'A.

The Situation is Very Discouraging to the Railway Officials.

NO IMPROVEMENT IS SEEN

From Week to Week, In Fact Conditions are Steadily Becoming Less Favorable; Railroads are Simply Overburdened With Priority Freight.

Also far as traffic movement is concerned, conditions throughout the Pittsburgh district continue to grow worse, says P. A. Layman, railroad editor of the Pittsburgh Dispatch. The situation at the close of the week, was distinctly more unfavorable than it was seven days before, when it was most discouraging to the railroads. Meantime, with every terminal and warehouse and every classification and interchange yard in the district cluttered with freight, a very considerable part of which had been immobilized for long periods, the authorities at Washington promulgated an order denying the further use of open-top cars for the movement of any commodity other than a war essential.

Government freight and shipments for export for the allies is moving freely and uninterrupted, notwithstanding the handicaps under which all of the railroads are operating and nothing will be permitted to interfere with such movement. Commercial traffic, however, is greatly impeded and paralyzed in places. In this latter respect, Pittsburgh shippers are sufferers, in common with those of other sections; but by reason of the preponderance of armament, munitions and other military supplies now being manufactured tonnage shown not only no diminution, but an increase at times.

Urban terminals are choked with traffic and so are suburban yards as distant as 50 miles. The Pittsburgh & Lake Erie, Pennsylvania, Erie and Pittsburgh & Lake Erie all are in worse plight at Youngstown than was the case a week since. So, also, the Pennsylvania at Conway and the Baltimore & Ohio at New Castle Junction, although their Pittsburgh yards show some improvement. The Pennsylvania and the yards and terminals continue symptoms of distress, while the Pittsburgh & West Virginia, either to an open road, is slowly being drawn into the main stream.

With only four weeks at most of lake navigation remaining it is apparent that the effort to fill the Northwest's requisition for 20,000,000 tons of coal will fail. The report of Vice President G. L. Peck of the Pennsylvania Lines West to the Railroads' War Board, for the week ending October 27, shows 314,113 tons of coal delivered by the rail carriers to boats at Lake Erie ports, and that 775,330 tons of iron ore were brought back by train to furnaces hereabout. In both instances the tonnages were far below estimated requirements and less than those of the week immediately preceding, whereas they should have been appreciably greater. Specifically, the tonnage of coal loaded was less by 179,935 tons, or 38.1 per cent, than during the week immediately preceding. Of the estimate of 29,000,000 tons to be delivered to boats during the season of navigation, only 23,346,000 tons had been delivered under review also fell off 78,445 tons, for loading during the ensuing five weeks, or approximately 1,250,000 tons per week, manifestly impossible of achievement.

Likewise, the volume of ore moved from lake ports to the furnaces of the Pittsburgh district during the week under review also fell off 78,445 tons, or 9.2 per cent, compared with that for the preceding week. Of the 30,000,000 which comprise the estimated requirements for the season, and

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USE OF OPEN TOP CARS LIMITED

To Transporting Coal, Ore, Coke, Limestone and Raw Materials Required in the National Defense.

Having found that open top cars, other than flat and work cars, which are suitable for the transportation of commodities essential to the national defense and security, are being utilized in the transportation of the less essential commodities and articles to such an extent as materially to interfere with the transportation of the commodities required in the conduct of industries necessary in the prosecution of the war, Judge Robert S. Lovett, administrative officer under the priority of shipment act, has issued an order that priority be accorded coal, coke, ore, limestone, sugar, sugar cane, sorghum cane, and raw materials for use in the metal, sugar, and fertilizer industries and other commodities required in the national defense and security, in the use of open top cars.

He directs that all further orders of common carriers by railroads in the United States in the distribution of open-top cars, other than flat cars, and in the transportation of freight in such cars shall deny the use of open-top freight cars, other than flat cars, to shipments of the following commodities and articles, except in shipments for the United States Government, viz:

1.—Materials and supplies, other than coal, for the construction, maintenance, or repair of public or private highways, roadways, streets, or sidewalks.

2.—Materials and supplies, other than coal, for the construction, maintenance, or repair of theatres or other buildings or structures to be used for amusement purposes.

3.—Materials and supplies, other than coal, for the manufacture of pleasure vehicles, furniture, or musical instruments.

4.—Passenger vehicles, furniture, and musical instruments.

The latter interpretation seems to be the proper one as a reading of the President's order will show. This follows very closely the text of Fuel Administrator Garfield's recommendation and reads thus:

"The use of open-top cars prescribed August 21, 1917, by the President of the United States for bituminous coal at the mine, an adjusted and modified by order of the United States Fuel Administrator, to meet the exceptional conditions in certain localities, is hereby amended by adding the use of 48 cents to each of the prices prescribed or so adjusted and modified, subject, however, to the following express exceptions:

(1) This increase in prices shall not apply to any coal sold at the mine under an existing contract containing a provision for an increase in the price of coal thereunder in case of an increase in wages paid to miners.

(2) This increase in prices shall not apply in any district in which the operators and miners fail to agree upon a penalty provision, satisfactory to the Fuel Administrator, for the automatic collection of fines in the spirit of the agreement entered into between the operators and miners at Washington, October 4, 1917. This order shall become effective at 7 A. M. on October 25, 1917.

From the foregoing it appears that there are two distinct exceptions from universal application of the new order. The first exempts mines, wherever located, having selling contracts which provide for an increase in price proportionate to or coincident with an increase in the wages paid to miners. The second exception eliminates from the beneficiaries of the advance those mines "in any district in which the operators and miners fail to agree upon a penalty provision, for the automatic collection of fines."

While the latter exception is capable of more than one interpretation, the consensus of opinion is that it applies only to mines in the unincorporated districts which are already under an operating agreement containing a penalty clause which subjects miners to a fine if they fail to work the full eight-hour days each week. Other mines, in order to obtain advantage of the increase, would first have to adopt the "new" which is now effective in the central competitive fields, and at the same time then operators would have to enter into an agreement assenting to the imposition of fines in

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OPERATORS HERE NOT IN ON COAL PRICE INCREASE

Text of Order Makes It Plain Connellsville Region Will Not Benefit.

AFFECTS UNION DISTRICTS

Only Mines Whose Employees Enter Into Agreement to Work Five Eight-Hour Days a Week or Longer, Place Can Charge Extra for a Ton.

The receipt of the full text of the recommendation of Fuel Administrator Garfield that the price of coal "at the mine" be increased 48 cents, and also the text of the President's order advancing the price, helps to clear up some points about which there were differences of opinion among the coal producers, and make it plain that the mines of the Connellsville region will not share in the increase.

These differences relate to the territory or mining districts to which the advance is applicable. By some it has been held that the increased price applies to bituminous coal wherever mined; by others it is held that it applies only to those districts that are affected by the wage agreement existing between the United Mine Workers of America and the operators of the central competitive coal fields, composed of Western Pennsylvania, Ohio, Indiana and Illinois. In other words, operators whose plants are not located within the boundaries of these districts, or if within these districts and operating without an agreement with the Mine Workers' organization, are not authorized to take advantage of the increase in the selling price of coal "at the mine."

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NEW COAL COMPANIES.

Connellsville and Other Fayette Men Interested in Incorporations.

Among the applications for charters for new coal mining companies, recently filed at Harrisburg, are that of the Clark Coal company, by E. C. Higbee, C. D. Clark and W. D. McGinnis, of Connellsville.

The New Coal company, by John Wishart, J. D. Porter and R. E. Porter of Connellsville.

The Wick Haven Coal company, by W. D. McGinnis, A. C. Stickle and Robert Norris of Connellsville.

The Abraham Coal & Mining company, by L. V. Abraham, William R. Jackson and L. G. Chorpensing of Uniontown.

APPLYING PENALTY

To Prevent Interruption in Operation in the Coal Mining Districts.

The application of the penalty provisions to the non-union mining districts has been worked out on a basis which the Fuel Administration believes will prevent strikes and lock-outs and insure more regular operation of the mines.

A form of regulations adopted by the Somerset and Cambria county operators, who have granted an increase in wages, and approved by Administrator Garfield, has been posted at the mines in these districts. The regulations provide if the men walk out the operator is to collect and turn in to the government for the use of the Red Cross a penalty equivalent to \$1 per day per man.

If the operator locks out the men the fuel administration collects a similar penalty from the operator. In no case of strike may the operator compromise by suspending part or all of the penalty. Should an operator fail to rigidly enforce the agreement he becomes personally liable for all of the fines uncollected.

15,000 More Cars to France.

It is announced that the United States will soon order 15,000 more cars for the use of the army in France, raising the total number of cars which it has purchased to between 50,000 and 60,000.

Buy Small Tract.

The Mutual By-Products company of Greensburg has bought seven acres of coal from George J. Fox in Unity township, Westmoreland county.

FRICK'S FIRST COKE CONTRACT WITH A VETERAN IN STEEL

Joseph G. Butler, Introduced Connellsville's Famous Fuel in Valleys.

DEVELOPMENT OF IRON

And Steel Industries Inseparably Linked With That of Coke Making Importance of Connellsville Region as Fuel Source Been Long Admitted.

At the recent meeting of the American Iron & Steel Institute, held in Cincinnati, Joseph G. Butler, Jr., vice president of the Brier Hill Steel company, held the interest of the assembly during the delivery of his address entitled, "Fifty Years of Iron and Steel."

It was a reminiscent review of the growth and development of the industry, and the birth and expansion of coke making, during the period intervening between the time Mr. Butler began as a shipping clerk and assistant manager at the rolling mill of James Ward & Company at Niles, O., in 1867, and the present day, which still finds Mr. Butler actively engaged in the business in which he has spent a lifetime.

Referring to the improvements in blast furnaces, the introduction of the hot blast stove and more powerful blowing engines, "furnaces," said Mr. Butler, "began to grow in size and more attention was paid to their lines. It was realized that much improvement could be made in the output and progress in this direction was rapid. By 1875 it was known that the blast furnaces could be operated successfully up to 80 feet in height, and with coke for fuel and proper equipment for blowing and heating the blast, could be made to yield much larger product than had been expected up to that time. But it was not until about 1890 that one of these larger furnaces reached an output much above 100 tons per day. This was the Isabelle, located at Elmer, near Pittsburgh. During three years, 1891, 1892 and 1893, this furnace produced an average of 1,090 tons per week—the best ever done by a blast furnace up to that time in this or any other country.

"About 1860 the first coke was regularly used as fuel in a furnace at Pittsburgh, and within a few years it proved so efficient that all other fuels were practically eliminated except for making special grades of iron. When I first became interested in the furnace business, all the stocks in the Mahoning valley, as well as those in Hocking valley, at Canal Dover, and at several other points in Ohio, were using raw coal. It was to a rich deposit of black-band ore found underneath the coal at Mineral Ridge, near Niles, and the equally important discovery at Brier Hill, in Youngstown, of coal making a fairly good fuel in its raw state, an almost natural coke, that the development of iron business in the Mahoning valley was due.

"It was my privilege to make the first contract for coke entered into by H. C. Frick when he began the coke business on his own account, and I would be ashamed to tell you the price, and I think he would also. I bought the first coke used in the Mahoning valley for a furnace at Girard then under my management. The exact date has escaped my memory, but it was in the late '60's. This coke was used as a mixture with Brier Hill coal, and some of the coal was still used as a mixture but 20 years later, when we could no longer obtain it in satisfactory quantities. The mixture made what we thought then was a very satisfactory and economical fuel, the coal adding to the surplus gas production. I have bought many thousands of tons of good best coke at 85 cents per ton. The average selling price of the entire output of the country in 1880 was \$1.75 per ton. There were then 7,211 blast furnaces in operation, and the product was 2,205,044 tons. During 1916, according to the estimates at hand—the exact figures not being available—the country's entire production of coke was 54,225,000 tons, and of this 35.5 per cent was made in by-product ovens. Some coke was sold in 1917 at as high as \$15 per ton.

"The development of the Lake Superior ore deposits has exercised on the iron and steel industries of the world an influence more far-reaching than any other incident in their history. Previous to that time furnaces and iron works had been located in many places where ore and fuel could be found. But the time had come when such resources were inadequate to meet the growing needs of the country. Perhaps the most important move, accurate as it may seem, was made when the first transcontinental communication demanded iron ore in quantities and at a cost hitherto undreamed of. There is no question that, from the time of the discovery of the Mesabi range, civilization and progress received a tremendous impulse from the cheaper iron and steel it made possible. The first effect of this discovery was to practically limit the production of iron and steel in large tonnage to regions most accessible to great ore and fuel deposits. The Pittsburgh and Youngstown districts had no rival in this respect except, perhaps, the Atlantic coast district, where the rich ores of Cuba and South America were available at equal distance from the Connellsville coke field.

France to Develop Water Power. "White coal" will be the fuel salvation of France during the remainder of the war and there are enough little Niagaras in the Republic to develop electrical power in plenty to supply the fuel necessities of the people. For many months stock has been taken of the water power possibilities of the country, with this result: "France has also times as much water power as England, and six times as much as Germany."

B. & O. LOSS IN FIRE AT LOCUST POINT IS PUT AT \$4,000,000

Vice-President Thompson Charges Incendiaries; One Pier to Be Rebuilt at Once.

BALTIMORE, Md., Nov. 7.—Positive declaration that the big fire which destroyed two Baltimore & Ohio piers here had incendiary origin is contained in a statement given out by A. W. Thompson, vice president in charge of traffic and commercial development, of the road. The loss, Mr. Thompson says, will be \$4,000,000, conservatively estimated. One pier will be rebuilt immediately, plans for this work having been made before the fire had burned itself out. In the meantime, business at Locust Point will not be stopped and the railroad will continue receiving freight for export as usual at the point. Mr. Thompson's statement follows:

"The destruction of piers 8 and 9 will not stop our business at Locust Point and we will go right along receiving freight for export as usual at the Point. We practically have only lost one half of Pier 8 and the new Pier 6 which is completed will more than offset the loss of Pier 8. We have arranged to put up temporary buildings at various places in the terminal to handle the business. We may have to rent, for a time, some other pier in the neighborhood, and the city has very kindly offered to help us out with the loan of a pier, as has also the Merchants & Miners Transportation company.

"Pier No. 8 will be rebuilt immediately. The material was ordered by telegraph before daylight, and I was authorized by President Willard on the telephone at midnight to go ahead with the reconstruction.

"There are about 1,500 carloads of freight in transit to Baltimore now for export which we have been handling on these two piers. The Furness-Withy company of the Johnston line have been doing a very large business here also.

"Reports of our police department indicate, beyond question of doubt, that the fire was of incendiary origin, as there were five explosions at one time. The first explosion was out on Pier 8. The watchman's clock on Pier 8 was punched at 10:20 P. M., and the fire started 10:45.

"The total loss, conservatively, of the piers and contents will be about \$4,000,000, estimated on the original cost of the piers themselves and the cost of the material that was there for shipment. To rebuild the piers as they were would cost double what they did originally. However, the piers and contents were practically entirely covered by insurance."

STORE IS CLOSED

United Fire Brick Offices Moved From Uniontown to Pechin.

After more than a quarter of a century of business life, the United Supply store at Pechin will close its doors permanently Saturday evening. The closing of the establishment is due to the fact that the United Fire Brick company needed more office room at Pechin, and decided to dispose of the store and have the rooms occupied by the store fitted up into a suite of offices. As soon as these changes are made the main offices of the United Fire Brick company will be removed from the First National Bank building at Uniontown and located at Pechin. This move is expected to prove both a convenient and an economic one for the company, for the concern's principal plant is located here and its practically inexhaustible clay and coal mines are on the Oakmont farm at Ferguson, not a great distance away.

Wilson & Wishart of Dunbar took over the entire stock of the United Supply store Tuesday, but decided to keep the store open during the remainder of the week to dispose of the dry goods and notions, which they did not wish to remove to their Dunbar store. W. M. Jacobs, for years store manager for the United Supply company, will take a short rest after the close of the Pechin establishment, and will then accept one of several positions, which have been offered him.

WANT ROAD IMPROVED

Point Marion Coal Men Urge Betterment of State Highway.

Citizens and coal operators of the Point Marion region at a mass meeting Friday appointed a committee to take steps to secure the improvement of the state highway between Point Marion and Smithfield, principally between Point Marion and the top of the hill above the Cheat river. The road has been made virtually impassable as a result of the haulage of coal over the highway and it is declared that if improvements are not made practically all the team traffic moving in that territory will be forced to abandon operations through inability to get their coal to the railroad or to receive materials. Appeals were made in the form of telegrams addressed to state and county officials and to Fuel Administrator Garfield at Washington.

McVICKER NAMED.

Trainmaster at Somerset Succeeds C. M. Stone Here.

A. E. McVicker, trainmaster of the Somerset & Cambria branch of the Baltimore & Ohio railroad, has been promoted to be chief trainmaster of the Connellsville division with headquarters here. He succeeds C. M. Stone, now assistant superintendent. Mr. McVicker entered the employ of the railroad as a warehouseman at Rockwood 12 years ago.

Elmer McClelland of Connellsville recently was appointed trainmaster at Somerset.

Accept Frick's Gift.

The city council, Salem, Mass., voted to accept the offer of Henry C. Frick, to erect a memorial to the late Joseph H. Choate in Salem, Mr. Choate's native city.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 3, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
182	182	Hearty	Mt Pleasant Coke Co. Greensburg
129	60	Boyer	Mt Pleasant Coke Co. Greensburg
30	30	Brush Run	Mt Pleasant Coke Co. Mt. Pleasant
22	22	Carolyn	Pearless-Cville Coke Co. Pittsburg
140	140	Clare	Clare Coke Co. Greensburg
49	49	Dexter	Connellsville Coke Co. Uniontown
50	50	Ellen No. 1	Whyl Coke Co. Uniontown
50	50	Ellen No. 2	Whyl Coke Co. Uniontown
100	100	Elizabeth	Unity-Cville Coke Co. Greensburg
250	250	Elm Grove	W. J. Rainey New York
101	101	Franklin	Summit-Cville Coke Co. Connellsville
101	101	Gilmore	Gilmore Coke Co. Uniontown
125	60	Grace	W. J. Rainey New York
135	130	Port Hill	Mt Pleasant Coke Co. Uniontown
32	32	Myers	Brownfield-Cville Coke Co. Uniontown
40	40	Nelle	Brown & Cochran Dawson
50	48	Painter	Newcomer Coke Co. Uniontown
150	150	Paul	W. J. Rainey New York
550	518	Revere	W. J. Rainey New York
36	36	Shirley	South Fayette C. & C. Co. Uniontown
40	40	Thomas	Whyl Coke Co. Uniontown
57	48	West Penn	West Penn Coke Co. Pittsburg
3,407	2,848		
FURNACE OVENS.			
269	719	Adelaide	H. C. Frick Coke Co. Pittsburg
300	300	Alverton	H. C. Frick Coke Co. Pittsburg
300	300	Blitner	H. C. Frick Coke Co. Pittsburg
240	240	Brickerton	H. C. Frick Coke Co. Pittsburg
200	117	Buckeye	H. C. Frick Coke Co. Pittsburg
200	200	Catmet	H. C. Frick Coke Co. Pittsburg
501	501	Central	H. C. Frick Coke Co. Pittsburg
76	46	Coalbrook	H. C. Frick Coke Co. Pittsburg
408	408	Collier	H. C. Frick Coke Co. Pittsburg
400	400	Continental	H. C. Frick Coke Co. Pittsburg
326	326	Continental 2	H. C. Frick Coke Co. Pittsburg
300	300	Continental 3	H. C. Frick Coke Co. Pittsburg
350	350	Crossland	H. C. Frick Coke Co. Pittsburg
332	228	Davidson	H. C. Frick Coke Co. Pittsburg
230	182	Dorothy	H. C. Frick Coke Co. Pittsburg
272	272	Hecla No. 1	H. C. Frick Coke Co. Pittsburg
272	270	Hecla No. 2	H. C. Frick Coke Co. Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co. Pittsburg
355	325	Hostetter	Hostetter-Cville Coke Co. Pittsburg
250	249	Junata	H. C. Frick Coke Co. Pittsburg
200	205	Kyle	H. C. Frick Coke Co. Pittsburg
199	482	Lelington 1	H. C. Frick Coke Co. Pittsburg
602	431	Lelington 2	H. C. Frick Coke Co. Pittsburg
602	423	Lelington 3	H. C. Frick Coke Co. Pittsburg
264	304	Leth	H. C. Frick Coke Co. Pittsburg
227	231	Lemont No. 1	H. C. Frick Coke Co. Pittsburg
360	360	Lemont No. 2	H. C. Frick Coke Co. Pittsburg
505	500	Mammoth	H. C. Frick Coke Co. Pittsburg
400	399	Margaret	H. C. Frick Coke Co. Pittsburg
196	151	Mutual	H. C. Frick Coke Co. Pittsburg
256	256	Oliphant	H. C. Frick Coke Co. Pittsburg
324	245	Oliver No. 1	Oliver & Snyder Steel Co. Pittsburg
480	334	Oliver No. 2	Oliver & Snyder Steel Co. Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co. Pittsburg
100	400	Phillips	H. C. Frick Coke Co. Pittsburg
443	400	Redstone	H. C. Frick Coke Co. Pittsburg
129	129	Ritz	H. C. Frick Coke Co. Pittsburg
448	448	Shoaf	H. C. Frick Coke Co. Pittsburg
425	325	Southwest 1	H. C. Frick Coke Co. Pittsburg
150	121	Southwest 2	H. C. Frick Coke Co. Pittsburg
204	166	Southwest 3	H. C. Frick Coke Co. Pittsburg
901	811	Standard	H. C. Frick Coke Co. Pittsburg
110	110	Scot-Solvay	Dunbar Furnace Co. Uniontown
80	80	Snyder	Newark Iron Co. Uniontown
484	484	Trotter	H. C. Frick Coke Co. Pittsburg
350	320	United	H. C. Frick Coke Co. Pittsburg
200	112	Valley	H. C. Frick Coke Co. Pittsburg
480	480	Whitely	H. C. Frick Coke Co. Pittsburg
352	352	Whitely	Hostetter-Cville Coke Co. Pittsburg
300	300	Wynn	H. C. Frick Coke Co. Pittsburg
500	450	Yorkrun	H. C. Frick Coke Co. Pittsburg
246	216	Youngstown	H. C. Frick Coke Co. Pittsburg
17,028	16,186		

ESTABLISHED 1869 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material. Equipped to Take the Largest Contracts for Paving Brick.

High Grade Building and Enamel Brick. Ship on all railroads.

DAILY CAPACITY 300,000

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MOYER
LAYTON
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PLANTS:

ENAMEL
WILLIAM
GLOBE
PHOENIX
COLUMBIA

CONNELLSVILLE, PA.

SAVE COAL IS PLEA OF PENNSYLVANIA FUEL REGULATOR

Conserving Coal is Now The Patriotic Duty of Consumers.

COAL IS EQUAL TO FOOD

As a Means of Sustaining Life of the People: Saving Coal in America Will Help Win War in Europe: People Over There Are Seeking Example.

William Potter, fuel administrator for Pennsylvania, in an appeal to the people of the state to reduce their consumption of fuel, says it is a patriotic duty to save coal, without which the equipment for war will stop.

"Coal is the foundation of industry, and in this war crisis it is a patriotic duty to save coal," says Mr. Potter. "Without coal the equipment for war will stop. The allies are looking to us to make up their shortage of coal, and we must supply their needs from our savings. Every American consumer, who is a patriot, should turn attention to an intelligent consideration of the burning of fuel."

"The fireman is a big single factor in the campaign to secure the largest saving of coal. He should not be a wasteful and should receive a good wage, for his efficiency means not only a saving in dollars and cents to his employer, but also a saving of coal."

"Cut out all unnecessary electric lights, do away with hot houses for flowers, except for such rare exotics as must be kept alive with heat. In the cellar of the private house the same saving should be carried out. Overhaul your heating equipment, weatherstrip your windows, clean your flues and chimneys. Care, attention and tinkering pains are the great features in saving domestic coal."

"Put up in your house a notice that the saving of a shovelful of coal is the price of a half pound of sugar, or a half loaf of bread, or a pint of milk."

"Overheated buildings mean the waste of millions of tons of coal. Medical men say that the most healthful temperature indoors for sedentary occupations is from 65 to 68 degrees. An average of such temperature in dwellings (railroad passenger cars, hotels, public and office buildings, department and small stores) will be a gigantic aid in the conservation of fuel. If this temperature at first seems too cool, dress more warmly until you get accustomed to the healthful change from 86 to 75 degrees, now the American average for indoors heat."

"France and Italy for two winters have had no heat in railroad trains, hotels or public buildings, in order to save coal for the prosecution of our war. Help them, our other allies and ourselves by saving fuel in every direction. A ton of coal saved in America now is a ton of coal urgently needed for the successful prosecution of the war, and this saving in the long run will mean a lower price to every consumer of coal all over the world."

Contracts Already Let.

The Baltimore & Ohio Railroad company will proceed immediately to construct the pier sheds and freight houses at Baltimore that were burned. One contract for 1,200 tons of steel for these buildings has already been placed.

Advertise in The Weekly Courier.

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building, Uniontown, Pa.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

YOUGHIOGHENY COAL

Steam Gas Coking

CONNELLSVILLE COKE

Furnace and Foundry Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFF, General Sales Agent.

Hostetter-Connellsville Coke Co.

HIGHEST GRADE

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Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburgh, Penna.

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THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

INFLAMMABILITY OF MINE DUST SHOWN BY BUREAU TESTS

Results of Experiments Set Forth in Recently Issued Pamphlet.

ALL DUSTS DANGEROUS

Those of Low Inflammability Capable of Propagating Violent Explosions; New Methods by Which Degree of Danger May Be Determined.

A recent publication issued by the United States Bureau of Mines gives the results obtained by the latest experiments made to determine the inflammability and explosibility of mine dust. The methods employed in making the tests and the conclusions derived therefrom are thus set forth: "Various investigators have devised a number of laboratory methods for determining relative inflammability but with most of the methods previously described it has not been possible to distinguish between dusts that may give rise to explosions in the mine and those that will not. Such a differentiation of dusts obviously depends on the availability of data concerning the behavior of dusts under actual mining conditions as well as on the sensitiveness of the laboratory method. Data of this nature have been available only within a few years.

"During the course of the investigations at the experimental mine of the Bureau of Mines it was found that dusts of too low inflammability to be ignited in the laboratory apparatus previously used by the Bureau were nevertheless capable of propagating violent explosions in the mine. Consequently it became necessary to increase the sensitiveness of the laboratory method.

"The laboratory method described in this paper is capable of measuring the inflammability of the least inflammable dusts that will propagate an explosion in the mine. A relation has been established between the results of tests on a large scale at the experimental mine and the results of laboratory tests, so that it is now possible to determine from laboratory tests alone whether or not dust may give rise to or propagate explosions.

"Normal air has been used in previous laboratory experiments with dusts. Recent work at the experimental mine has shown that dusts which in normal air are not capable of propagating an explosion may, in the presence of a small percentage of natural gas, readily propagate an explosion. The laboratory method has therefore been so modified that dust may be tested in the presence of various percentages of combustible gas; and the effect of small amounts of combustible gas on the inflammability of dust has been investigated.

"The igniting agent may be the flame from a blown-out shot, the flame of an oil lamp, or the surface of an incandescent solid body. In the apparatus used to measure inflammability in the experiments herein described a heated platinum tube serves as the igniter. The igniter is placed at the center of a spherical vessel and a cloud of dust is blown past it through an opening in the bottom of the vessel. The pressure produced by the combustion of the dust is taken as a measure of its inflammability.

"A laboratory method for determining the inflammability of coal dust has been developed that is more sensitive and capable of much greater accuracy than the methods previously described. With the apparatus described inflammability determinations have been made on a large number of samples of coal dust from the various coal fields of the United States.

"By establishing a relation between the results of laboratory tests and those of tests under actual mining conditions it has been found possible to determine from laboratory tests whether dusts are capable of giving rise to explosions in the mine.

"The inflammability of mixtures of coal dust and rock dust has been studied, and it is possible to predict from laboratory tests the percentage of rock dust that will render each coal dust incapable of propagating an explosion.

"A convenient means has been provided for determining the effect on the inflammability of combustible gas in the atmosphere in which the dust is suspended. By means of this modification, the effect of such small percentages of gas with several typical coals and coal-dust mixtures has been studied."

WHO WERE THERE

Companies Represented at the Recent By-Product Coal Conference.

The conference held with the members of the Fuel Administration in Washington last week, with a view to securing an adequate shipment of fuel for the steel and by-product coke plants, was participated in by representatives of the large gas, coke and by-product coking coal producing corporations.

Representatives of the following firms were present: J. H. Hillman & Sons company, Ellsworth Collieries company, H. C. Frick Coke company, Pittsburg Coal company, United Coal Corporation, Consolidated Connellsville Coke company, Jamison Coal & Coke company, Verper Coal & Coke company, Producers' Coke company, Westmoreland Coal company, W. J. Rainey company, having interests in the Connellsville region or the Pittsburgh district, and William C. Atwater & Company, New York, N. Y.; Toughogoe & Ohio Coal company, Cleveland, Ohio; Richland Coal company, Wheeling, W. Va.

Back With B. & O.

Bert S. Rush has returned to the service of the Baltimore & Ohio railroad, a station agent at Meyersdale.

RAILROAD MEN BIG BOND BUYERS

Total Subscriptions By Employees of Roads Throughout the Country Is Said to Be Over \$25,000,000.

Incomplete figures received by the Railroad War Board indicate that the subscriptions of the employees of the railroads throughout the country to the second Liberty Loan exceeded \$50,000,000. A statement issued by the board says:

For the first bond issue 241,280 members of the rank and file of the railroad army subscribed an aggregate of \$20,327,966. Reports on the subscriptions to the second issue, although incomplete, show clearly that the amount which railroad men will contribute to this loan will be at least two and one-half times as much as to the first loan and probably more.

On 21 of the largest roads entering Chicago, 63,106 employees subscribed \$5,341,000 to the first Liberty Loan. All these roads report that the subscriptions to the second Liberty Loan will run over three times as much as to the first loan. Not only more employees are subscribing, but larger amounts are being taken out.

Subscriptions by Pennsylvania Railroad employees to the second Liberty Loan approximate \$5,000,000, as compared with \$3,444,600 subscribed to the first loan. In Texas approximately 2,600 employees of the Southern Pacific Lines have subscribed for \$209,800 of the new Liberty bonds.

Incomplete figures from Cincinnati show that 3,450 Cincinnati railroad employees have bought \$230,000 worth of the second issue. Incomplete figures from New Haven indicate that 241 New York, New Haven & Hartford Railroad employees have subscribed through the company for \$20,950 worth of the bonds. Employees of the Missouri, Kansas & Texas Railroad made approximately 7,000 individual subscriptions, amounting to an estimated minimum of at least \$350,000.

The Baltimore & Ohio employees who took \$450,000 worth of the first Liberty Bonds, report that they expect to raise the total for the second issue to well over \$500,000. Only 44 out of the 640 railroads of the country have made preliminary reports to date of subscriptions by railroad employees to the second Liberty Bond issue, but these reports show 438,373 individual subscribers for an aggregate of \$14,107,050.

UPHOLD SCHEDULE P

Commission Dismisses Complaint Against West Penn Subsidiary.

The off-peak Schedule P, which is used by the West Penn Power company in providing current for consumers who use it only between the off-peak hours of 10 P. M. and 6 A. M., has been upheld by the Public Service commission. A decision of the commission just made public, dismisses the complaint of the J. T. & A. Hamilton company of Butler against the Butler Light, Heat & Motor company, a subsidiary of the West Penn Power company. The Butler Light Heat & Motor company's Schedule P is the same as the West Penn's Schedule P.

On May 3 last the Hamiltons, who operate a glass factory in Butler, filed a complaint with the commission, begging the company's refusal to furnish them service under the off-peak schedule, the Hamiltons having a contract for service under a schedule other than Schedule P. The decision of the commission upholds the company in its refusal to furnish service to the Hamiltons under an off-peak schedule. The opinion says that "the business in which the complainant is engaged required continuous power, which the respondent obligated itself to supply irrespective of whether the demand occurs during so-called peak or off-peak hours. For this the respondent charges a higher rate. Utility commissions have permitted lower rates where the power is to be supplied at off-peak hours. The reason for this is that the company must seek the maximum demand at on-peak hours and provide facilities to produce the then required power, hence during the period of the day when the demand is less than this maximum there is an unused reserve which consumers at this off-peak period might avail themselves of if their industries would permit."

The ruling is of interest to a number of local industrial plants, several of which are now using Schedule P.

TO RESTRICT USE

Of Coal to War Industries Said to Be in Contemplation.

Regulations designed to restrict the use of coal in the industries considered non-essential to the conduct of the war will be put into force soon by the Fuel Administration. The plan under consideration provides for a classification of industries in the order of their importance and the issuance of a general order to coal producers directing them to supply first manufacturing plants engaged in war work.

Domestic consumers will be supplied ahead of all industries and the regulations will contain special provisions for taking care of their requirements.

Sending Italy a monthly supply of 400,000 tons, together with increased exports to France and England, is understood to be under advisement, in which case every economy in the use of fuel in this country will be enforced in order to provide for European needs.

MAY LOSE EYE.

Smithfield Man Hurt While Working in Prospect Coal Mine.

Charles Moody of Smithfield may lose the sight of his eye as the result of an accident while he was working in the mine of the Prospect Coal company on Wednesday. A piece of falling slate struck him in the face, tearing the eye, inflicting a bad wound. The injury was dressed by a Uniontown physician, but the eye is in a serious condition.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 3, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Weston & Kayette Coke Co.	Greensburg
400	Alicia	W. Harry Brown	Alicia, Pa. Co.
253	Alison No. 1	W. J. Rainey	New York
200	Alison No. 2	W. J. Rainey	New York
142	American No. 1	Reilly-Feasbody Fuel Co.	Pittsburg
240	American No. 2	Reilly-Feasbody Fuel Co.	Pittsburg
40	Anlea	The Wilkey & Feather C. Co.	Uniontown
40	Bellevernon	Bellevernon Coal & Coke Co.	Pittsburg
257	Besco	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
40	Smithfield	Smithfield Coal & Coke Co.	Smithfield
205	Century	Century Coke Co.	Brutonville
40	Champion	Champion Cville Coke Co.	Uniontown
150	Crystal	United Cville Coke Co.	Pittsburg
138	Dallance	Dallance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
149	Edna	Watersburg Coke Co.	Uniontown
32	Elmo	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
30	Fretts	South Fayette Coke Co.	Uniontown
218	Garwood	Atina-Connellsville Coke Co.	Connellsville
55	Genuine	Genuine Cville Coke Co.	Uniontown
200	Griffin No. 1	Reasner Coke Co.	Pittsburg
200	Griffin No. 2	Hillman-Neff Coke Co.	Pittsburg
210	Herbert	Connellsville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
52	Hill Top	E. Connellsville Coke Co.	Connellsville
184	Hoover	James H. Hoover	Uniontown
38	Hop	Hop Coke Co.	Uniontown
195	Hustead	Hustead-Semans C. & C. Co.	Uniontown
250	Jaehela	Hecla Coal & Coke Co.	Pittsburg
140	Katherine	Union Connellsville Coke Co.	Uniontown
220	Katharine	Union Connellsville Coke Co.	Uniontown
30	Leon	Franklin Coke Co.	Uniontown
400	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gem	Blister Coal & Coke Co.	Pittsburg
250	Low Phon	Cville Central Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
54	Marion	Southern Cville Coke Co.	Uniontown
132	Marshall	Marshall Coal & Coke Co.	Uniontown
100	Mc Hope	Mc Hope Coke Co.	Uniontown
60	Murphy	Behard Coal & Coke Co.	Connellsville
100	Old Home	W. J. Parrish	Uniontown
440	Olant	Olant Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburg
32	Plumer	Plumer Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Pittsburg
120	Rich Hill	Rich Hill Coal & Coke Co.	Outcrop
86	Rice	Rice Coal & Coke Co.	New York
375	Royal	W. J. Rainey	Connellsville
30	Sackett	H. R. Sackett Coal & Coke Co.	Smithfield
378	Searight	Taylor Coal & Coke Co.	Uniontown
260	Shanrock	Fayette Coke Co.	Uniontown
50	Solom	Prospect Coal & Coke Co.	Uniontown
310	Sterling	Consolidated Cville Coke Co.	Uniontown
50	Sunshine No. 2	Ludone-Gilgill C. & C. Co.	Mariontown
400	Thompson 1	Thompson Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
394	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Tyler	Byrne Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
76	Wineland	Banning-Cville Coke Co.	Pittsburg
60	Wineland	Wineland-Gilmore C. & C. Co.	Uniontown
26	Yukon	Whysel Coke Co.	Uniontown

1,819	10,593	FURNACE OVENS.	
120	Atcheson	Republic Iron & Steel Co.	Gars
160	Briggs	Briggs Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Pittsburg
424	Cambridge	H. C. Frick Coke Co.	Pittsburg
500	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
200	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg
200	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
250	Deerfoot	H. C. Frick Coke Co.	Pittsburg
400	Eden	H. C. Frick Coke Co.	Pittsburg
200	Eden	H. C. Frick Coke Co.	Pittsburg
400	Footcastle	H. C. Frick Coke Co.	Pittsburg
202	Geneva	McKee-Coke Co.	Leola, O.
200	Jaehela	Jaehela Coke Co.	Pittsburg
402	Lambert	H. C. Frick Coke Co.	Pittsburg
516	Lackore	H. C. Frick Coke Co.	Pittsburg
244	Lebanon	Republic Iron & Steel Co.	Uniontown, O.
30	Martin	H. C. Frick Coke Co.	Pittsburg
400	Republic	Republic Iron & Steel Co.	Uniontown
250	Reno	H. C. Frick Coke Co.	Pittsburg
5,824	5,316		

ESTABLISHED 1872.

INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Be-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

AFTER MORE COAL

Safety Committee at Work; Local Fuel Dictator Possible.

George S. Connell, executive secretary of the Committee of Public Safety, on behalf of the committee on civilian relief, has taken up with coal operators who have been supplying the Connellsville market for a number of years, the matter of apportioning a part of their output among the dealers of the city. This step has been taken in accordance with the decision reached at meeting of the committee and local coal dealers and producers held on Tuesday evening. No reply has yet been made received, but it is believed those to whom the appeal has been made will not hesitate to do what they can to help relieve the situation.

Request has also been made of David W. Kuhn, Federal Fuel Administrator for the Pittsburgh district, that an attempt be made to arrange for placing open top cars at Ruth siding, near Coalbrook, for loading coal from mines in that vicinity which are cut off from making truck deliveries in the city on account of the construction work in progress on the Stone Bridge-Pennsylvania road. A letter from Mr. Kuhn states that he will use every effort to have this done. Under the rulings of the Pennsylvania Service Commission box cars only are being placed for loading commercial coal at "wagon" mines. If an exception can be made in this instance, and open top cars secured, a daily supply of 2,000 or more bushels of coal can be shipped from this section to Connellsville and become available for consumers, at a cost of \$2.00 per ton at the mine, plus the freight charge and hauling from the car in Connellsville.

Mr. Kuhn suggests the advisability of appointing a local fuel administrator, with two or three assistants, and asks the committee on civilian relief to select good men for this job who are without connections with coal companies or the railroads.

Mines are Idle.

PITTSBURG, KAN., Nov. 1.—Twenty-one Kansas coal mines are idle today because of a strike of miners which is said to be due to the fuel administration's objection to the agreement of operators and miners recently reached in a conference held at Kansas City.

NEW WAGE SCALE

Which Became Effective Last Week in the Central Mining Field.

The increase in the wages of coal miners in the central competitive field, in order to appease the demands of the workers, which was agreed upon at a conference between the Fuel Administration and representatives of the operators and miners, became effective last week. The following show the classifications of labor and increases in wages:

First—That the mining price for mine run coal pick and machine, in the present contract be advanced 10 cents per ton.

Second—That all day labor and monthly men, except trappers and other boys, be advanced \$1.40 per day. Trappers to be advanced 75c per day. Boys now being paid more than \$1.90 per day and less than men's wages, shall be advanced \$1.00 per day.

Third—That all yardage, dead work and room-turning be advanced 15 per cent.

Fourth—Subject to the next biennial convention of the United Mine Workers of America, the mine workers' representatives agree that the present contract be extended during the continuation of the war, and not to exceed two years from April 1, 1918.

WORK IS BEGUN

On Big Shipyard of U. S. Steel Corporation at Mobile, Ala.

The initial contract of the United States Steel Corporation for its mammoth steel ship building yard at Mobile, Ala., has been let. This contract provides for the lumber required for the initial plant construction, and it has been understood \$5,000,000 or more will be invested for the shipyard site, buildings, machinery, marine railways, etc.

This shipyard will be built by the Tennessee Coal, Iron & Railroad company, of Birmingham, subsidiary of the United States Steel Corporation, now expending \$11,000,000 for additional plants, to include facilities for the production of steel plates and similar materials needed in shipbuilding.

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BIG INCREASE IN ATTENDANCE UPON SUNDAY SCHOOL DAY

Indications Are That 25,000 Were Present Throughout the County.

M. E. CHURCH LEADS CITY

Gains in Connellsville Alone Believed to Have Been Over 2,000; Average of All Schools Largely Exceeded; 5,000 Temperance Pledges Signed.

"Go to Sunday School Day" was a success in Connellsville and Fayette county in all respects. Reports from all sections of the county indicate that the average attendance of the schools was increased about 25 per cent. This would mean an attendance for the day of over 25,000, which is pretty close to the goal of 30,000.

According to Secretary Joseph R. Forsythe of the County Sunday School association, the East End Union Sunday school, just outside Connellsville, deserves special mention. The workers from this school canvassed the entire community last week, and the results are shown in the average attendance of 55 and yesterday's attendance of 225.

Probably 2,000 persons went to Sunday school Sunday who are not in the habit of attending regularly, it is believed. The returns from Sunday schools, showing temperance pledges signed, are expected to go over 5,000.

Locally, the day brought big attendances in some schools and only average turnouts in others. The Methodist Episcopal has the biggest attendance of the day, 500, but the Presbyterian had the biggest proportionate increase, going from an average of 250 to 387 yesterday. The Baptist and United Brethren schools had nice increases. The others, while keeping well above the average, made no spectacular jumps, but their officers intend to keep right at work. The figures for the local Sunday schools follow: the first column showing yesterday's attendance, and the second column the average attendance:

Presbyterian	387	450
M. E.	500	400
Baptist	316	140
Lutheran	315	225
T. P.	272	200
Reformed	26	55
Christian	255	225
T. B.	272	200
M. P.	339	200

At the Methodist Episcopal Sunday school, Rev. G. L. Richardson made an address on "The Evils of the Liquor Traffic," taking as the basis for his talk a list of indictments against the saloon compiled by Ex-Governor Malcolm R. Patterson of Tennessee. The announcement two weeks ago that November 4 would be Temperance Day brought a big morning attendance at this church. Rev. Richardson took as his text a saying by John Milton: "When God wants a difficult task performed in the world, He communicates it to His accredited ambassadors." Luther was one of these ambassadors, Rev. Richardson declared: "He was a man for the hour."

COMPLETING SCHOOL

Building May Be Occupied by November 10.

Possibilities now are that the new high school will be occupied on November 10. Delay in receiving shipments of certain materials was expected to hold up the work longer than this, but the contractors have been able to secure most of the stuff from local concerns.

The building only needs some finishing touches and a good cleanup to be ready for occupancy. The ornamental iron contractors have not yet begun work. They have only to put in rails in auditorium and lecture rooms, however. The tile and floor is now being chipped and polished. The floor of the gymnasium will not be poured, however, until late this week. The marble partitions are being placed in the toilets. The heating contractors are testing their apparatus and making final connections. The decorators will start in Thursday to put the finishing touches on their work. The curtain and scenery have been erected on the stage of the auditorium, and make a fine showing. Seats are in place. When the contractors are through with the building, broken panes of glass will be replaced and there will be a general cleanup.

The Crawford building on the West Side is also almost ready for occupancy. Completion of the heating system is about the only requirement now.

BACK FROM INDIANA

H. O. Markle and W. C. Duff Home After Three Weeks Stay in West.

H. O. Markle of the West Side, and W. C. Duff of Perryopolis have returned home after a three weeks stay in French Lick Springs, Ind.

On their return trip they stopped at Indianapolis, Ind., where they visited First sergeant Dr. J. L. Junk. They arrived on a day of dress review and witnessed the officers as they passed on parade. They remained at the camp for dinner as the guests of Dr. Junk.

Gets Organist's Position.

Miss Ruth McGowan of Pittsburg, formerly of Dawson, has been elected organist of the Calvary Lutheran church in Wilkesburg. Miss McGowan is a granddaughter of Mr. and Mrs. W. H. Farhart of Dawson and is well known in Connellsville's musical circles.

ATTORNEY HIGBEE IS APPOINTED TO AN IMPORTANT POST

Becomes General Counsel to A. Mitchell Palmer, Custodian of Alien Property.

Another signal honor has come to Connellsville and one of its well known citizens in the appointment of Attorney E. C. Higbee as general counsel to A. Mitchell Palmer of Stroudsburg, Pa., who was recently made custodian of alien property in the United States under the provisions of the Trading-with-the-Enemy Act, passed by the last session of Congress.

The announcement of the selection of Mr. Higbee for this important post was made Sunday and was without previous intimation that he was to be chosen. In this position Mr. Higbee will have general direction of all legal matters relating to the duties of Mr. Palmer as custodian of alien property. He has been urged to locate in Washington but his connections and interests here are so large and require so much attention that he finds it impracticable to be wholly released from them. Accordingly he will spend only as much of his time in Washington as he will find it practicable to do.

The importance of the post can be realized from the fact that the value of the property which will come under the care of Custodian Palmer is estimated to be \$500,000,000, thereby constituting the largest single trust ever created in this country. Its administration is certain to involve many intricate questions of law which will be the duty of General Counsel Higbee to handle.

An intimacy has long existed between Mr. Higbee and Mr. Palmer and they have been associated in several activities which have afforded the former an opportunity to display his knowledge of the law and its application to new or novel questions. A branch of the law which Mr. Higbee has always taken great interest and the keenest delight. The position for which he has been selected will open up a large field along these lines.

Mr. Higbee has today been the recipient of many congratulations upon his appointment.

CLARK RALSTON AND EARL MARTIN ARE NOW CAMP LEE SERGEANTS

Local Boys Assisting in Drilling Negro Troops at Big Cantamuel.

According to word received by their folks here, Clark Ralston and Earl Martin have been promoted to be sergeants at Camp Lee and are now helping drill the negro troops which recently arrived at the cantonment. A letter to his parents, Mr. and Mrs. J. W. Ralston of North Pittsburgh street, Clark says he's a sure enough sergeant with three stripes on his arm and a whistle. The whistle, it is presumed, is used in drilling.

Ralston, Martin, and Thurman Diller are the only Connellsville men still in the company to which they were first assigned at Camp Lee. Something like 107 of them went to Camp Gordon, at Atlanta, Georgia, and the remainder were transferred to a company three miles away in the camp.

Orland Lightly, letters from Camp Lee state, has declined an opportunity to join the medical department and be furnished so as to continue his medical studies at Georgetown university. "Dutch" will "see it through" in the National Army now.

HUNTER SHOT WHEN OWN GUN, STRUCK BY STONE, GOES OFF

Shots Glancing Off Rocks Hit Ralph Bigham in Face and Shoulder.

Ralph Bigham was shot Saturday by his own gun, which was accidentally discharged when struck by a rolling stone, after it had been placed near a pile of rocks on the ground.

Bigham, who lives in Snydertown, was on a hunting trip with Walter White when the accident occurred. The two men had left at 10:30 this morning and gone to Pleasant Hill, where Robert Fulton, White's father-in-law, lives.

Not far from the Fulton home, White sat down on a pile of stones. Bigham laid his gun on the ground, when a stone rolled down from a nearby pile and struck it, the weapon was discharged. The shot hit the stone pile, and glanced off, striking the side of the face. White was uninjured.

Dr. J. L. Cochran was summoned shortly before 1 o'clock, and, with Miss Isabel Bigham, a sister of the injured man, who is a trained nurse, gave the injured hunter treatment.

GET 30 RABBITS.

Local Hunters Have Success in Indiana Creek Valley.

After spending three days hunting at Mill Run, a party composed of Mr. and Mrs. William Sickles of the West Side and Mr. and Mrs. Harry Vaughn, returned Saturday with 30 rabbits, seven squirrels and three pheasants. Mrs. Sickles bagged six of the bunnies.

While in the woods the party saw a young deer. It ran through a wheat field a short distance from them, and appeared to be injured.

Langford Quits Council.

Because he has moved to East Crawford avenue, Connellsville, G. G. Langford, president of South Connellsville council, Thursday tendered his resignation. He had been president since the reorganization of the council. Vice President Walter S. Trevitt assumed the duties temporarily and a president will probably be elected next meeting night.

WHEEL WILL RUN BY ITS OWN POWER, INVENTOR CLAIMS

Jacob Kuhn Evolves a New Kind of Motor Which Ought to Operate Itself.

HAS'NT BUILT ANY AS YET

System of Pivots, Rollers and a Weight Will Do, the Trick, Kuhn Declares, Without Introduction of a Single Solitary Outside Agency.

The invention of a power wheel which operates on what is practically the perpetual motion principle is claimed by a Connellsville man, Jacob Kuhn, who lives in the Dunne-Paine building on North Pittsburgh street. Mr. Kuhn's wheel, according to his plans, will turn on its own power, without the introduction of any outside agency, such as gasoline, steam, or electricity.

The wheel will operate through a system of pivots and rollers, a weight pulling it for a certain distance, then sliding back into a new position and repeating the pulling act. The wheel will move steadily and its speed can be regulated by changing the size of the weight. Mr. Kuhn explains, and can be used to provide power for anything. It will run a dynamo, for instance, Mr. Kuhn claims, and all without using fuel itself, or even requiring fuel to start it moving.

"Why, that's about the idea of perpetual motion, isn't it?" Mr. Kuhn was asked. "Well," was the reply, "I couldn't swear to it being perpetual motion, but the wheel certainly makes its own power."

Mr. Kuhn has not made a model of the invention, but merely a drawing. Realization of this fact induces a feeling of skepticism, with which perpetual motion and kindred schemes are always greeted, and it was natural for a reporter to ask, "You don't know whether or not it will work, then, do you?" To which Mr. Kuhn replied, rather irritably, "If I can't help but work. It's got to work." The principle, he declares, is right.

Mr. Kuhn has no patent as yet on his invention, but he says, "I have it down in black and white."

He has been a resident of Connellsville for over a year and a half now, coming here from the Pittsburg district. Mr. Kuhn is a skilled mechanic who has only recently turned his talents toward invention. The idea for this power wheel came to him suddenly and he completed his drawing in a week or so, as he phrases it. He is also working on two large shells of saw patterns. Several Connellsville men are said to be interested in forming a company for their manufacture.

SHOWER FOR NEWLYWEDS

Mr. and Mrs. W. J. Bosley, Adelaide Couple, Entertained.

In honor of their recent marriage, Mr. and Mrs. W. J. Bosley were tendered a miscellaneous shower Saturday night at the home of Mr. and Mrs. Handsome Garlick at Adelaide. A number of their friends attended and presented them with beautiful and useful gifts. Music, dancing and games were the amusements and a very delightful time was had. Dainty refreshments were served.

Mrs. Bosley was formerly Miss Kathryn Ridgway. Out of town guests were Mr. and Mrs. Richard Bosley of Uniontown; Mr. and Mrs. William Bosley, Mr. and Mrs. John Bosley of Lemont and Mr. and Mrs. Walter Sleighter of Connellsville.

PUPIL DRAWS GUN

Everson Lad Fires Shot Through Ceiling of High School Room.

SCOTTSBURGH, Nov. 6.—(Reprint.)—Miss Jessie Reid, teacher of mathematics in the high school, Thio Noon of Everson, a freshman, it is declared, drew a 32 caliber revolver from the teacher's left the room to bring Principal Waughman. He fired the shot through the ceiling and considerable confusion resulted.

The school authorities have taken the matter up. Miss Reid has stated that she will resign unless the boy is punished.

NO ARRESTS SATURDAY.

Record of Years in Broken When Not One Prisoner Is Locked Up.

For the first time in years, no arrests were made by the police on Saturday night. Chief of Police Rottler says he cannot remember a time in the past 25 years when no one was apprehended on a Saturday night.

Two arrests were made, Sunday, one for disorderly conduct and the other for drunkenness. Both prisoners paid fines. An autoist paid \$2.50 for turning on Brimstone corner.

STEAL WILLOW CHAIRS.

Two Are Taken From Porch of W. D. Cunningham on Washington Ave.

Porch robbers were again at work last week during the absence of W. D. Cunningham, a resident of Washington avenue home, and took two willow chairs, painted green, from his porch. The chairs were taken some time during the middle of the week.

Mill Run Revival.

A. B. Taylor, evangelist, and L. H. Rush, musical director, will begin a series of revival meetings at the Mill Run Baptist church Sunday, November 18. The meetings will continue for three weeks.

Enlists in Army. Arthur Comiskey of Vanderhill enlisted in the United States Army Saturday.

AMERICANS PUT UP DESPERATE BATTLE WITH LARGER FORCE

All Traditions of United States Army Upheld in First Clash With Germans.

WITH THE AMERICAN ARMY IN FRANCE, Nov. 6.—A small detachment of American infantrymen was attacked in the front line trenches early Saturday morning by a much superior force of German shock troops. The Americans were cut off from relief by the heavy barrage in their rear. They fought gallantly until overwhelmed solely by numbers. The fighting in the trenches was hand to hand. It was brief and fierce to the extreme. As a result of the encounter three Americans were killed and four wounded. A sergeant and corporal and 10 men were taken prisoner. Two French soldiers, who were in the trenches, also were killed. The enemy lost some men but the number is unknown, as their dead and wounded were carried off by the retreating Germans.

From the beginning of the engagement until the end the Americans lived up to all the traditions of the American Army, the records showing bravely of the detachment and of individual members.

The German raid on the American trench was carried out against members of the second contingent entering the trenches for training. Germans began shelling vigorously the barbed wire front of the trench, dropping many high explosives so as to cover all the adjacent territory, including the passage leading up to the trenches, thereby forming a most effective barrage in the rear as well as in the front.

The young lieutenant in charge of the detachment of Americans started back to communicating trenches to his immediate superior for orders. The barrage knocked him down, but he picked himself up and started off again. He was knocked down a second time, but determined to reach his objective, got up again. A third time he was knocked down and badly shell-shocked, and was put out of action.

Soon after that Germans to the number, according to the report, of 210, rushed through the barbed wire and entanglements on each side of the trench, their general objective being to reach the trench at several points. They met with stout resistance. Pistols, grenades, knives and bayonets were freely used.

For many minutes there was considerable confusion in the trenches. The Germans stalking the Americans and the Americans stalking the Germans. In one section of the trench an American private engaged two Germans with the bayonet. That was the last seen of him until after the raid, when a dead American was found on the spot. Another was killed by a blow on the head with a rifle butt from above.

Some of the Americans apparently at the beginning of the attack did not realize just what was going on. One of the wounded, a private, said:

"I was standing in a communicating trench waiting for orders. I heard a noise back of me and looked around in time to see a German fire in my direction. I felt a bullet hit my arm."

The Germans left the trench as soon as possible, taking their dead and wounded with them.

An inspection showed, however, that they had abandoned three rifles, a number of knives and helmets.

The raid was evidently carefully planned, and American officers admit that it was well executed. As a raid, however, there was nothing unusual about it. It was such as is happening all along the line. There is reason for believing that the Germans were greatly surprised when they found Americans in the trenches instead of French.

The French general in command of the division, of which the American detachment formed a part, expressed extreme satisfaction at the action of the Americans, for they fought bravely against a numerically superior enemy, the handful of men fighting until they were brought back to divisional headquarters and buried with honors today. The wounded are at the base hospital.

The whole American Expeditionary Force are thrilled by the fight put up by their comrades and all are anxious to get a chance to deal a blow.

FRETTS BOYS AND WILSON FOLTZ HOME ON FURLOUGHS.

Sergeant Charles Fretts, his brother Bugler William Fretts, and Wilson Foltz, member of the 110th Regiment, band, are home from Camp Hancock on 10 day furloughs. The Fretts boys, sons of Mr. and Mrs. D. D. Fretts of Connellsville, are both with Company D. Foltz's home is in Dunbar. All three are looking fine. The Fretts boys got in Saturday night, but Foltz made a short stay in Washington and did not arrive here until yesterday morning.

Other Company D boys, they say, are planning to get furloughs and come home during the Thanksgiving and Christmas seasons, if the 110th is not called out before then.

REJECTED TWICE, SISKLEY FINALLY IS ACCEPTED

Turried down twice because he was under weight, Harry L. Siskley, drug clerk for L. B. Collins, was finally successful in getting into the heavy artillery last Friday and he left this morning for Columbus, O., for assignment.

He was graduated from the University of Pittsburgh last June and when the Pitt Base Hospital unit was formed he sought to enlist. He was told he was too light. Not discouraged he tried to get in the aviation branch of the Signal Reserve Corps and was again turned down. The third time he was successful. Young Siskley is a son of C. L. Siskley of Pittsburgh and a grandson of J. N. Siskley of South Connellsville.

Licensed to Wed.

Sherman Charles Fayton of Mount Pleasant, and Viola Irene Kulp of Champion, were granted a marriage license in Greensburg yesterday.

COMMITTEE TO PLAN DEDICATION OF NEW SCHOOLS

No Date Set For Formal Occupation of City's Two Fine Buildings.

MAY MOVE WITHIN MONTH

Superintendent S. P. Ashe, J. W. Ralston, C. R. Hetzel and W. W. Haines Appointed to Arrange Dedication Program; Phone Contract Let.

A committee consisting of Superintendent of Schools S. P. Ashe and Directors J. W. Ralston, C. R. Hetzel and W. W. Haines will arrange for the dedication of the new high school building and the Crawford school building on the West Side. The committee was appointed Monday night at the regular meeting of the board by President J. R. Davidson.

In connection with the work on the new buildings, Mr. Haines gave as the report of the property committee, that everything was progressing nicely, and that "we expect to be moved in a month."

The board bought some things for the new high school building that had previously been overlooked. Frank Sweeney, for instance, was authorized to go ahead with putting in three sets of border lights, 20 lights in each set, on the edge of the auditorium. These had not been provided for, but scenic borders were found to be not worth much without border lights to illuminate them. Sweeney will get \$37 for the job.

Inside fire hose and safety apparatus will be purchased from William Sellers. The hose will cost 45 cents per foot, the couplings \$2.40, the racks \$8.00, the nozzles \$1.50 each, and other necessary apparatus \$5.50. State law provides that these things shall be placed in the building.

The proposition of the Tri-State Telephone company to install a private branch exchange in the new high school building, superintendent's office, allowing inter-communication between any of the schools in the city, without the necessity of calling the company's central, was accepted. The service will include three trunk lines running to the company's central office, a phone in each of the six grade schools, a phone and two extensions in the high school, and will cost \$223 a year. The Tri-State furnished a figure of \$218 last night, but provided only two instruments in the high school. Three are needed, the extra one raising the cost to \$223.

The Tri-State also had a proposition of \$200.27 a year for a private branch exchange system, provided the board put in the switchboard, phones, and lines, and another of \$291 a year for phones in all buildings, using the company's central, without private exchange.

The Bell had similar propositions. For private branch exchange, with switchboard in the new high school building, two lines to the central office, six schools connected and three instruments in the high school, the Bell wanted \$247 a year. For individual lines, without private branch exchange, the charge would be \$257 a year.

The directors favored the Tri-State's proposal for a private exchange because it was cheaper than the Bell's. Besides, Mr. Davidson declared that he favored home industries, as did Mr. Ralston.

The contract for one Bell was signed. The Bell is to be placed in the present high school building now and later transferred to the new high school building. The Bell phone was taken out of the high school on November 1, because the contract with the new rates of \$36 a year, instead of \$24, in effect had not been signed, though it had been taken up at the October meeting. Taking out the phone was characterized by Mr. Davidson as a "pretty small piece of work."

E. F. Patterson of Uniontown, district manager for the Bell, who was present to explain the private exchange system, admitted that he was responsible for having the phone taken out, but said that he had orders to remove all phones where contracts had not been signed on November 1.

"Well, those rules have a little elasticity," Mr. Davidson said, "and your company would not have found fault with you for leaving the phone in until the board had passed on the contract for its regular use."

A moving picture booth will be purchased and erected under the supervision of the property committee. The Johns-Manville company of Pittsburgh submitted a price of \$92 for the booth and \$43.75 for installation. The booth, which will be placed in the high school auditorium to house a Simplex machine donated by Edwin S. Porter, will comply with all state regulations.

John Wills of the West Penn appeared before the board to explain that an advance of \$420 would be necessary before the company could start work on putting in the transformers and other apparatus by which current for light and power will be furnished. A similar advance of \$229 is required for the Crawford school. The company pays this money back by allowing the consumer to retain 60 per cent a month of the power bill until it is cleared up. The financial advance is required wherever more than \$200 is necessary for apparatus. The board agreed to make the advance, though they felt it was unfair to them. "It's a question of time," Solicitor H. G. May said, "and if you want the power, the only thing to do is to make the advance. If you had time, you might have been to furnish the power, but the light would take several months at least."

The treasurer's report showed a balance of \$43,334.56 in the general fund, \$3,377.16 in sinking fund No. 1, and \$1,905.95 in sinking fund No. 2.

Advertisement in The Weekly Courier.

LAUNCH CAMPAIGN TO AID WAR WORK OF THE Y. M. C. A.

Fayette Expected to Raise \$55,000; Committee of Connellsville Men Appointed.

For the purpose of organizing the Fayette County War Work council of the Y. M. C. A. for the campaign next week, a meeting was held Sunday in Uniontown, and it was attended by a crowd which completely filled the large room of the court house. The War Work council of the Y. M. C. A. in this county launches a campaign next Monday, to continue seven days, during which time it is proposed to raise not less than \$55,000.00. Pennsylvania's quota is \$550,000.00 and Fayette county's quota \$55,000.00. Fayette, Westmoreland and Indiana counties from the third district of Pennsylvania.

R. E. Umbel, chairman of the war work council of this county, was the principal speaker of the afternoon. He told what the Y. M. C. A. is doing, and what it means to our troops both here and "over there." The organization is called on to do a great work, since not only our boys need it but the French, Russian, and Italian governments have asked for help, he said. Other talks were given by E. S. Axford, D. M. Hertzog, H. A. Cottom of Brownsville and Rev. Baker of Bel-leverton.

A finance committee was appointed for the purpose of organizing the towns of the county. The committee-men have authority to add to their number at pleasure and to select and appoint all necessary solicitors and collectors. The Connellsville members were named as follows: H. George May, William D. McGinnis, John Duggan, H. M. Kephart, J. Melvin Gray, Logan Rush, and Eugene T. Norton. The Dunbar committee is Joseph Barnes, R. J. McGee, Howard Clark, Charles B. Franks. Smithfield men appointed to serve were W. Snyder, Leech and Ross S. Burchinal. Dawson will be taken care of by R. D. Henry, Dr. J. H. Bell and Harry M. McDonald. Vanderbilt by Joseph R. Henderson, Dickerson Run by Rev. F. H. Everingham, Farmington by Frank C. Rush, and Perryopolis by Howard Adams and Clayton Davidson. At every coal and coke mine, the superintendent, the store manager and the pay roll clerk are appointed for their respective works and surrounding community.

Among those present at yesterday's meeting were: Mr. and Mrs. William Wishart, Logan Rush, R. B. Reid, A. W. Bowman and A. Bufano of Connellsville; R. F. Greaves, J. B. Barnes, John Stannis, Dr. S. C. Dows, C. W. Beerbower, P. W. McCloskey and Fred Hardin of Dunbar; C. T. Davidson, J. R. Martin, Harry J. Hixenbaugh, Paul H. Hixenbaugh, W. H. Slocum and A. Luce, of Perryopolis; Joseph Snider, Dawson; F. H. Everingham, Dickerson Run; John Levick and Wilbur H. Woods, Mount Pleasant.

TOBACCO FUND

Dunbar Raises \$71.25 for the Soldier Boys.

The Dunbar Volunteer Fire Department recently collected \$71.25 for a tobacco fund for the Dunbar boys in training at Camp Lee, Petersburg, Va., but because the soldiers scattered at different camps only \$54.60 was sent for tobacco. The balance, \$36.65, was turned over to Mrs. Charles E. Wilson of Dunbar for the Red Cross. The following persons contributed: George H. Swearingen and Mr. Cramer, each \$2.00; cash, \$7.00. Reginald Palmer, Charles Nemour, Charles A. Roller, Charles Kimball, R. C. Holsing, Edwin Sellars, James V. Cepelucha, Joe Cepelucha, L. M. Newman, Howard H. Clark, P. F. Connell, W. W. Wams, D. C. Eason, W. S. Gaddis, R. C. McGee, C. E. Wilson, D. G. Foltz, J. S. Swearingen, Thomas R. Bremner, James V. Connell, O. W. Anderson, Max Rackoff, I. M. Neplek, F. J. McFarland, J. G. Humes, M. J. Miller, R. A. Longwell, J. E. Smiley, John Duffy, John Malloy, E. B. Senior, J. C. Baker, J. T. Hair, Dennis Finerty, J. B. Seney, R. J. McGee, John Berrier, Bruce Bray, Charles Mahoney, Alex. H. Duncan, William W. Porter, W. S. Humes, Patrick Malloy, John Harper, Mario Kelly, J. T. Burhand, R. A. Wilson, B. T. Greaves, H. A. Victor, G. Corrado, Paul Sumari, Robert Rankin, Harry Thorpe, James Gilling, Warren Rankin, Andy Gilling, Elwing Miner, and G. D. Roess, each \$1; Matthew Malloy, 50c; Charles Steele, 50c; Domenico Crespo, 25c; B. Rankin, 25c; Emory Martin, 50c; Nick Di Razi, 25c; total, \$71.25. Bill for tobacco, paid, \$34.60. James V. Connell was secretary of the fund.

COMPANY TO APPEAL.

Gas Company Will Go to Supreme Court.

Announcement was made today by J. E. Aggie, superintendent of the Fayette County Gas company, that his company will take an appeal from the decision of the Pennsylvania State Public Service Commission in the rate increase protest inaugurated by John Duggan and the Trades & Labor Council.

The commission denied the company's contention that it had no jurisdiction and ordered the hearing to proceed. The gas company will ask the state supreme court to decide this question now. The appeal will be filed in 30 days.

F. L. Brendel III.

F. L. Brendel, superintendent for the Western Maryland railroad, is in a critical condition in the Washington county hospital in Hagerstown, Md. Superintendent Brendel was at one time located in Connellsville.

John Marshall Enlists.

John Marshall son of E. H. Marshall, enlisted yesterday in the 21st Infantry of Engineers, 2nd Regiment Regulars. He left this morning for Camp Meade at Annapolis Junction, Maryland.

The Grim Reaper

OLIVER H. ROBINSON.

Oliver H. Robinson, 93 years old, one of the oldest residents of Fayette county, and well known throughout the coke region, died Tuesday at the family residence, where he resided, at No. 415 North Pittsburg street, following a lingering illness. Mr. Robinson was born at West Newton, September 10, 1824, the second son of John and Ann Johnson Robinson. He was of Scotch descent. His death marked the last of the family. Deceased was educated in the early public school at West Newton and later attended one winter in Fayette county. He learned the millers' trade, following that occupation for a number of years. He then learned coke-making, at which he worked for 37 years without interruption in the Connellsville region. For the past 11 years he lived retired. Mr. Robinson was a Whig until the formation of the Republican party, when he became a supporter of that party. He was the oldest member of the First Baptist church, March 7, 1848 he married Catherine Nickel, daughter of Mr. and Mrs. George Nickel. Mr. Robinson was pensioned by the H. C. Frick Coke company after long service at Davidson. The greater part of his life was spent in Connellsville, where he was widely and favorably known.

MRS. ELIZABETH G. PAULL.

Mrs. Elizabeth Galloway Paull, 70 years old, wife of James L. Paull, died Sunday at the home of her son, Joseph R. Paull, in Fifth avenue, Pittsburgh, following a brief illness. Funeral from the Paull residence morning at 11 o'clock. The body arrived in Connellsville Tuesday afternoon and was removed to Hill Grove cemetery for interment. Mrs. Paull was born in Uniontown, a daughter of General Robert P. and Helen Cummings Galloway, who were descendants of the famous old Galloway family which settled in Fayette county in 1763. Mrs. Paull spent nearly all her life in Fayette county, after her marriage residing at Dunbar and Uniontown and later in Connellsville. She had a wide circle of friends here. In recent years Mrs. Paull spent the winter in the South and the summer months with her son, Joseph R. Paull. She was a member of the East Liberty Presbyterian church. In addition to her husband and her son, Joseph R. Paull, two sons, Robert G. Paull of Buffalo, N. Y., George Paull of Pittsburgh, and eight grandchildren survive.

SAMUEL K. EICHAR.

NO HALLOWEEN FROLIC FOR THE BOYS IN SERVICE

Big Georgia Moon Makes Local Soldiers' Thoughts Stray Homeward.

FOOTBALL QUITE POPULAR

High School Players on Company D Team and Also on 11th Regiment Eleven; Intensive Training is Showing Its Results Already.

CAMP HANCOCK, Oct. 30.—Eighteen months ago the boys and girls were celebrating the one year anniversary of the Georgia moon. Perhaps we cannot celebrate as we used to, yet nature has been kind to us, giving us a big Georgia moon, and an ideal Halloween night, as a reminder.

It is cold here tonight and groups of boys are gathered in their respective tents seated around the stoves. Peeping in the doors one can see dense clouds of smoke rising as they discuss the happenings back home, passing the evening hours away. How our thoughts go back to home as the hours of frolic pass by.

At the open-air stage a vaudeville program is in progress. The talent picked from the soldiers is always fine and much appreciated. The program is arranged by Major Thompson of Pitt. football fame. "Major Joe" always knows what pleases the boys and caters to their wants. It is by these various entertainments that the army leaders hope to keep the boys in camp during the training hours.

Last night we experienced another hard rain. The wind blew the rain in swift torrents against our canvas homes. We lay and hoped that our tents would withstand the strain as the storm progressed. The storm passed by after two hours and we awoke to find the morning cold and bright.

The football team is becoming an efficient organization. Clothing for the team is being made daily. Wooden shoes and socks are being issued for the team in order to prepare them for the cold waves that are predicted this winter.

The new men are fast becoming acquainted with the old Tenth members and in due time we will all be a big family again with the same old pep and spirit.

The intensive training is again in working order and the boys are working eight hours daily.

Company D played Company A a football game last Saturday. It seems to be that some kind of hard luck has struck the Conneltsville team for we lost 6-0. On Company D team were several of the high school boys who, hardened by training, put up their old time game. It seemed like old times to handle the pitcher once again. Company D has one of the best teams in the regiment and it was only because of the absence of a few of the stars who were at Camp Hancock that we lost.

Barth Richey says it is too lonesome to sleep alone in the cooks' room, located at the southern end of the mess hall, so he picked up his bed and came back to his tent.

Fred Daniels is starting at center in Company D team. It sure is some happy bunch when "Darryl" Martray, Daniels and myself get in our old top. Our only wish is that we could get back home to mix things a little.

Tent No. 2 (the prophets' retreat), is the "house of knowledge" for the detachment. When the boys want to know anything they always go there. Each member has a special line. "Major" Miller, philosophy; "Doc" Wells, the elements; James Arthur Barr, love; George McCormick, "general" tactics; John Cline, all questions in regard to Italy in the great war; Ed Baskin, art. It is hard to get around these "prophets."

Scott Lynting is still afflicted with "fakery" paralysis.

Ralph Bixler received a box of good eats. Celebration tonight!

Sergeant Miller says "There is someone more lonesome than me." Moore announced he was going to jump for council when he gets home. George says "Jawa" will get one vote if women are given suffrage. No wonder he favors equal suffrage.

Eddie Burke is celebrating his birthday by having one home-made cake.

Major McKee continues to look out for his boys. There is "some better" than he.

We just heard that Conneltsville High school lost to Beaver Falls. (Glad to hear again.)

Y. M. C. A. CAMPAIGN

Boys Wanted to Earn \$10 Each For Y. M. C. A. Work of Organization.

One hundred thousand boys are wanted in the United States to help with the war by earning and giving \$10 each to a Y. M. C. A. fund and thus raise \$1,000,000 to carry on the work of the "war council" of the Young Men's Christian Association until July 1, 1918.

The machinery for getting the information before the boys of the third district, which comprises Fayette, Indiana and Westmoreland counties is practically finished. For Fayette county J. Espey, Sheriff of Uniontown is chairman. Colonel E. E. Robbins will present the work in Westmoreland and Mr. Gentry of Indiana. The three counties were assigned 300 boys or \$3,000. C. D. Plagie of Scottsdale is in charge of the campaign in these three counties. The various committees will meet as follows: Fayette, at Uniontown, Wednesday noon; Indiana, at Indiana, Tuesday noon; Westmoreland, at Greensburg, Monday noon.

Subscribe for The Weekly Courier \$2.00 a year in advance.

CHURCH FOLKS HONOR MR. AND MRS. SHAFFER ON GOLDEN WEDDING

Bridegroom Gilds Gold Piece From Deacons and Bride \$50 From Her Class.

In the presence of a number of their relatives and friends, Mr. and Mrs. Jonathan Shaffer celebrated their golden wedding anniversary last week at their home at Flatwoods. The hours were from 11 A. M. to 4 P. M. Classes Nos. 9 and 10 of the Flatwoods Baptist Sunday school presented Mr. and Mrs. Shaffer with a purse containing \$30 in gold. Mrs. Shaffer has been teacher of class No. 9 for many years. Mr. Shaffer, who has been a deacon of the church for the past 27 years, was presented by his brother deacons with a gold piece. He has been a member of the church for 42 years and Mrs. Shaffer a member for 56 years.

Mr. and Mrs. Shaffer were married at the home of the latter's father, John B. Blair, by Rev. W. W. Hickman 56 years ago yesterday and have spent all their lives in the community of Flatwoods. They are widely and favorably known.

An elaborate dinner was served after which music was rendered by Mrs. T. J. Stephens of Newell, with Mrs. J. H. Townsend presiding at the organ. Short talks were made by Rev. J. W. Hays, M. E. Townsend, James C. Robinson, H. A. Carr, J. J. Wallace, F. S. Dunn and Mrs. Shaffer. The following were present:

Mr. and Mrs. Jonathan Shaffer and the following children, John A. Shaffer, James B. Shaffer, Mrs. Charles Cuddy and husband and sons, John and William; Mrs. Laura Lynn and husband, John Lynn, and children, Jesse Alice, James, Kemp, Bertha, Otis and Maud; Mrs. Bertha Brown and son, Harry; H. A. Carr, O. P. Krepps and wife, Walterburg; T. B. Dunn, wife and daughter, Harriet; Ellis Vance and wife, Wilma Murphy and wife, John and Mrs. Allen, E. O. Townsend, A. Smar, N. C. Piersol, wife and daughter, Jane; Thomas Martin and wife, Leroy Martin and wife, Mrs. Kent Russell, Joseph Harber, wife and daughter, Anna; D. H. Cooper, Jacob Piersol and wife of Washington, Pa.; Mr. and Mrs. Charles Carr, Coal Center; Holland Piersol, wife and son, Curtis; Conneltsville; Mrs. Alva Piersol, Conneltsville; John S. Rittenhouse, wife and son, Otis; Charles Wilson and wife, Alvan Galley and wife, Perryopolis; Frank Mearns and wife, Jasper Martin and wife, Charles L. Davidson and wife, Uniontown; I. L. Byers, wife and son, James; John Blair and wife, J. J. Wallace, Pearl Clark, Wanda Hixenbaugh, Mita Lynn, G. T. Lewis, Charles Russell and wife, James Lewis and wife, J. O. Strickler and wife, Willis Strickler, wife and daughter, Genevieve; Mr. and Mrs. Clark Campbell, Mr. and Mrs. Griffith Stephens, Fayette City; Mr. and Mrs. P. L. Townsend; J. C. Blaney and wife, J. P. Butte and wife, Conneltsville; Ira Blair and wife, Perryopolis; E. E. Arnold and wife, Lizzy and James Cooper and wife, Bellevue; Frank Jones, wife and daughter, Nellie; Samuel Brown, wife and daughter, Ethel; Fayette City; Fred Speers and wife, Colonel Allen and wife, W. L. Arms strong and wife, John F. Armstrong and wife, Perryopolis; T. C. Stephens and daughter, Ethel; Newell; James G. Robinson, wife and daughter, Zola Ruth; Charles Jordan and wife, John and Mrs. Shanley; Mr. E. E. Smith and wife, James Whelan and wife, William and Mrs. McBurney, B. S. Sisley and wife, Leroy Sisley, wife and daughter, Glenna Ruth; Thomas Seader, Allen Seader, Edna Shaffer, J. B. Frasier and wife, Andrew Carson, wife and daughter, Grace; Olin Carson, Clayton Carson, Mr. and Mrs. Nate Chaffant, George L. Armstrong and wife, Conneltsville; Freeman Carr, Mrs. Christ Blair, Mrs. John B. Martin and Mrs. William Harper, Mrs. Grant Blair, Mrs. John Schuster, Mrs. John Lynn, Earl H. Martin, Mrs. David Stewart, Rebecca McLaughlin, Rev. and Mrs. J. W. Hays, Phoebe Lane, Mr. and Mrs. W. R. Dunn and daughter, Jane; Elizabeth Siberts, Mrs. John Piersol and daughter, Grace and Anna; Mrs. George Dennis, Mrs. William Gibson, Allen D. Shaffer and wife, Scott Dunn and wife, Conneltsville; Espey Lynn and wife, Mrs. Mary A. Smith, Jesse W. Blair, Mrs. W. R. Blair, Mr. and Mrs. S. L. Smith and baby, West Newton; Miss Ella Smith, West Newton; Miss Ralph Lindeman, Miss Susie Cuddy, Westmoreland; Mr. and Mrs. S. W. Dunn, Mrs. Thomas Arnold, Mita Ar nold; Mrs. Hamilton Arnold, Watson Luce and wife, William Eastington; Mrs. John Dowdes, Mrs. John Clark, Mrs. Elizabeth Luce, Perryopolis; Henry Cook, wife and daughter, Edna; Mrs. D. S. Blair, Perryopolis; M. E. Townsend and wife, Mr. and Mrs. Ray Knight, Mrs. Ross Esington, Mrs. Clarence Danner, Mr. and Mrs. Swan Harper and son, Colonel, Mrs. Shaffer.

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LACK OF EXTRA POSTAGE CAUSES HOLDUP OF MAIL

Barrels of Letters Carrying Only Two Cent Stamps Turned Back.

SENDER REQUIRED TO PAY

In instances where postal clerks know when letters are from they are returned, otherwise recipient must make up deficiency.

The new three-cent postage system became effective Friday, with barrels full of mail being held up at the local postoffice because of lack of sufficient postage to carry it through. In spite of the fact that the postal war tax of one cent has been heralded far and wide and explained again and again, many people mailed letters this morning which bore only two cent stamps. All those bearing the name and address of the sender will be returned to him, while those which cannot be identified will be sent ahead and the additional cost collected at the other end.

The postoffice here had a big consignment of three-cent stamps on hand for some time, and it had no trouble in supplying the demand which switched this morning from two to three cent stamps. The three cent stamps, with which many Connellsville people became familiar for the first time this morning, are purple in color and bear the same engraving of Washington which appears on the two cent variety.

Letters mailed up to midnight last night will be carried through though they have only two cents postage on them. Letters mailed after midnight must bear a three cent stamp.

One point brought out by Postmaster W. D. McGinnis this morning was that the war tax calls for one cent tax with every two for postage. For instance, a package mailed for six cents yesterday will cost nine cents today and not seven. Some local business men Mr. McGinnis said, have been using the three cent system for several days now, presumably in an effort to get used to it. Just now, a few people's failure to regard the three cent system is causing confusion at the local office. Officials and employees are hoping, however, that everyone will soon become familiar with the tax law, and it will not be necessary to hold letters up for deficient postage.

Letters and other first class matter which are to be delivered at the office of mailing cost but two cents an ounce. The same letters mailed for delivery at any other office in the country cost three cents an ounce or fraction of an ounce. Postal cards, post cards, and private mailing cards now require two cents postage whether written or printed.

War prices went into effect at theatres and on street cars yesterday. Since only one theatre is charging but the cent tax additional, the others having raised their prices to bring even admission figures there was no especial shortage of pennies here.

WOULD KEEP STATUE

Mayor-Elect Duggan Favors Putting Zachariah Connell in Suitable Place.

Mayor-elect John Duggan is satisfied to have the wooden statue of Zachariah Connell, which now adorns the Fourth Ward school building, placed in any suitable position that is desired. Mr. Duggan is now engaged in tearing down the old school building, and it is still a question what will be done with the Connell statue. The mayor-elect and contractor indicated that he favored no particular place, saying that "they could put it wherever they wanted it." The statue, he said, is in rather poor condition, having rotted to a certain extent because of its long exposure to the weather. One arm is held on to the figure by a piece of tin. The statue will have to be placed inside somewhere, the library and the new high school building having been proposed as suitable locations. Mr. Duggan declared that some time in the near future "we will have to put up a fine statue of Connell on the other side of the Hurry lawn, opposite the Crawford monument." Until that time, however, the wooden statue should be kept in an honorable position.

Mr. Duggan is not making a great deal of progress on the dismantling of the historic old building, due to the fact that the school district is storing much material in the place, pending the completion of the new school building. Had it not been for this fact, Mr. Duggan says, the old Fourth Ward school would have been razed long ago.

FIVE RIBS BROKEN

Timothy Rowan, 71 Years Old, in Critical Condition.

Timothy Rowan, 71 years old, a former in Franklin township, is in a critical condition as a result of breaking five ribs when he fell from a wagon being drawn by a runaway team Thursday about 5:30 o'clock. His injuries were dressed by Dr. J. H. Haskett of Vanderburg, but his condition is serious today.

Rowan had been baling hay on the farm of William Sherrard, which adjoins his own. His team became frightened and he fell from the wagon. Five ribs on the right side were broken.

Habbit Hunters Out

Among the rabbit hunters who were out Thursday, the first day of the season, were Dr. E. C. Sherrick and Freeman and David Pyle, who got 17 bunnies between them; G. S. Wilks and C. I. Cotton, who bagged 25 pieces of game; and C. E. Brown and E. R. Kooze.

FOUR LOCAL BOYS IN SERVICE SUMMONED AS JURORS IN DECEMBER

Monroe Marietta, John T. Wurtz, W. E. Bisel and John Brown on the List.

Announcement was made yesterday of the names of the men drawn on the venire for the fourth, fifth, sixth and seventh weeks of the December term of court. The fourth week of the term will begin on January 7, and 12 veniremen for traverse jury service have been summoned for each week.

The Connellsville and South Connellsville men summoned for service for the four final weeks of the court term are:

Fourth week—Omer R. Blackstone, George S. Connell, H. L. Lenhart, Frank Porter, J. Porter Richey, Fred Rusch, Samuel W. Strawn.

Fifth week—Leroy Berkey, J. H. Cypher, Frank Gillis, John W. Hay, Cyrus Kennel, Monroe Marietta, Strickler Stacy, John T. Wurtz.

Sixth week—Charles L. Bar, W. E. Bisel, J. R. Brown, George Gregg, O. R. Herwick, P. J. Walsh.

Seventh week—C. L. Inks, Harry Morgan, Robert E. Marietta, G. M. Sullivan, L. E. Welling.

Included in this list are the names of four men who are now in army training camps. Monroe Marietta and John T. Wurtz, both summoned for the fifth week, are enlisted men in the 150th regiment. Marietta is with Company D and Wurtz with the Supply company. W. E. Bisel, summoned for the sixth week, is in the Sanitary Detachment of the same regiment. J. R. Brown, also called for the sixth week, is with the National Army contingents at Camp Lee. On Thursday, when the names of the men summoned for grand jury service were announced, it was found that the name of Earl Russell, now in France with the Fifteenth Engineers, was among them.

ELOPEMENT DELAYED

Until the Bridegroom Proves He Did Not Steal From Church.

Walter Harford of Puritan and Miss Ida Taylor of McClellandtown, were delayed in their elopement to Cumberland Friday until the former proved his innocence of a larceny charge made against him by Charles Reid, also of Puritan. Harford was given a hearing before Mayor Marietta and when the evidence failed to convict him, was discharged.

The couple came here last evening, and stopped at a hotel, not knowing there was a midnight train to Cumberland. Before Harford awoke this morning, Reid appeared at the police station and charged him with stealing \$65. He said the young man had been at his home when the money disappeared. Miss Taylor told Patrolman Turner that Reid and another girl had arranged to go to Cumberland with them, but when his money disappeared, their plans were upset. She told the officer the charge was made to stop them from getting into Maryland.

Harford claimed the money he had with him was borrowed from a sister, Mrs. Charles Wheelzel of Allison. Chief Rottler called her on the phone and she corroborated the young man's story. Harford also declared that \$12 was taken from him at the time Reid missed his \$65. It is the opinion of the police that some one else took the money, getting what belonged to both young men at the same time.

The couple left for Cumberland on Baltimore & Ohio train No. 6. Mrs. Wheelzel told Chief Rottler to permit them to go on.

MAN HANGS HIMSELF

Father of Seven Ends Life in Mount Pleasant Lockup.

Arrested for drunkenness and disorderly conduct by the police at Mount Pleasant at 9 o'clock Thursday night, John Skowronek, aged 50, hanged himself some time between that hour and 11:15 when Chief John Nugent went into the cell room and found his lifeless body suspended by a belt from the top of a cell.

Skowronek, who was tall and well built, had slipped one end of the belt through the buckle and looped it about a bar across the top of the cell. The loose end he tied about his neck. When found his feet were touching the floor, so it is presumed that he leaped over and strangled himself to death.

The body was removed to Richmond's undertaking parlors and prepared for removal to the family home at Parfittown. Deceased leaves his wife, four grown and three small children.

SLACKER IN CAMP

John Zaneck, Called for August 2, Is Sent to Camp Lee.

John Zaneck, who was called for examination before the District No. 5 board on August 2, has been sent to Camp Lee, according to word received by the board this morning from the federal authorities at Pittsburgh. He had been arrested and held in that city for about a month until he was finally sent to the training camp.

Zaneck skipped out to Johnstown when called for examination, and the United States District Attorney was notified.

DRAFT CHEAP HERE.

State Has Lowest Cost for Operation of Selective Service Act.

HARRISBURG, Nov. 2.—Pennsylvania has the lowest cost per capita in the operation of the draft law in the group composed of New York, New Jersey, Maryland, Virginia and West Virginia, according to figures which have returned from a conference with Provost Marshal General Crowder at Washington.

It is stated that not only will cost of the draft be within appropriations but will be only about 50 per cent of the cost during the Civil war.

KENNER WILL BE AMONG THE FIRST MEN SENT ABROAD

Baltimore & Ohio Machinist Assigned to 205th Train at Camp Lee.

MANY TRANSFERS MADE

Any Draftee Who Has Trade or Profession Or Is Expert Along Any Line Is Classified For Special Duty; French Officers Arrive.

CAMP LEE, Petersburg, Va., Oct. 29.—The company to which Connellsville draftees were originally assigned has been badly split up and most of the members sent to Camp Gordon, Georgia. Ten remain in the company but about 20 who have trades or professions or are expert in some line of work have been put in the First Company, First Training Battalion. The same method was applied to several other commands, the object being to have a company to draw from which could furnish experts in almost any line and send them to different forts and camps throughout the country.

J. W. Kenner, a former Baltimore & Ohio machinist, was transferred on Friday to the 205th train, a unit which will no doubt see service abroad ahead of all others. Fifteen were also transferred last week to the 305th Engineers. J. W. Suter, a Pittsburgh boy, leaves tomorrow for Boston, Mass., to join Engineers there. He is fully equipped for overseas service.

When actual service across the way seems probable, the khaki uniforms are exchanged for woolen olive drab and the long overcoats are replaced with short trench coats.

About 20 French officers arrived here today. I understand they are to teach our men the right use of the bayonet.

A call was issued by our commanding officer last week for expert automobile drivers and the following Connellsville boys responded: D. P. Patterson, Frank Patrick, Arthur Graham and James Russell. They probably will be transferred to the transportation end of the service.

Oliver "Mile" Goldsmith and "Bill" Dowling were asked what they could do and they replied "anything," supplementing the remark that they had no special desire to work in the kitchen.

Joe Gallardi had several boys out this afternoon inspecting the drill ground of the 305th Engineers and when he arrived at the spot where the trench had been made he remarked: "I think this is where all the waste water from camp goes, but they are dry now, so I suppose all the kitchen work is done." Joe is somewhat familiar with this kind of service. Steve O'Laughlin, who is acquainted with the modern method of fighting, furnished the information that they were trenchers, not ditchers.

Orland Lighty is still a policeman but his duties are a little different from those he used to perform out on the Lehigh road. He now cleans up around the barracks.

Henry Brown weighs 225 pounds and the Army does not have a suit to accommodate a form of that size. Lewis Lancaster still retains his good complexion and when the girls pass the barracks they wonder why he's here.

The first squad of this company will represent Connellsville: Frank Gallagher and C. W. Shepherd, each six feet three.

J. Cossell's father paid him a visit over the weekend. Harry Reed of Dawson was also surprised one night last week when his brother came to the barracks inquiring for him.

Harold D. Miner was at Richmond over Sunday and the boys were a bit worried as to his safety. Richmond is somewhat larger than Dunbar.

Walter Debnarowicz is the best man with the gloves in the company and has at present seven scalps hanging above his bunk.

We are all very thankful to the people of Connellsville who are sending Dave Patterson those nice things to eat. Dave is not slinging.

We are expecting to be called from here any day. About 1,000 boys from the Depot Brigade left this morning for somewhere in Mississippi.

GIFT SUGGESTIONS

Post Office Indicates What to Put in Sealed Packages.

Many Connellsville people have been having trouble selecting articles to send to the soldier boys in France as Christmas presents, since there is a limit of seven pounds on such parcels, so a list of light articles quite suitable to send to the "Sammy's" abroad was issued this morning at the local postoffice in the hope that it would help some soldiers' relatives here out of their predicament. The suggestions are:

Chocolate in all its forms, dried fruits, well packed cakes, nuts, books, wrist watches, writing paper, pipes, tobacco, cigars, and cigarettes, unbreakable mirrors, puzzles, dominoes, and other games, handkerchiefs, socks and safety razors.

A large number of these articles can be packed together and sent across to cheer the boys' Christmas in the trenches or in camp behind the lines, and still come within the prescribed seven pounds. All parcels must be mailed before November 15, and relatives of the troopers are making them up now.

Car Is Damaged.

P. E. Duckert's white Grand roadster was slightly damaged last evening following a mishap with a coal wagon driven by C. Pierce of South Connellsville. The rear fender of the car was smashed up. Duckert had stopped next to the curb in West Crawford avenue while the West Penn cars were discharging passengers and Pierce is alleged to have tried to pass him.

Subscribe for The Weekly Courier.

MANY CONNELLSVILLE MEN WITH ARTILLERY AT DOUGLAS, ARIZONA

W. J. Flynn, Dick Clarke, Harry Wright, Dick Hinkley, Burns Brothers and Many Others.

Telling in an interesting way of "soldiering" in Douglas, Ariz., Frank Gillis, Uniontown boy in the Field Artillery branch of the service, writes to The Courier as follows:

"I am a Uniontown boy and want to tell you of my life down here in Douglas. I am in the Tenth Field Artillery, Battery B, and when you soldier in it you can soldier anywhere, as good as we have reveille. We go out for exercise and do everything from the duck waddle to the fox trot. At 6:30 we have mess and at 7 we go to the stables or picket lines, as we call them, and groom horses until 8 o'clock, when we go out for battery drill. It would surprise some of the people back home if they could only see the Tenth Field Artillery drill. We sure do blow up the sand hills of Mexico. Our orders are simply, 'Don't stop after you once start.' Well, at 12 o'clock we take a rest. Half an hour later we go out for horse exercise. They even make us stand on our heads on the horses. We get back at 4 o'clock, then dress up for retreat. At 5 we get 'chow' again. By that time we are ready for bed, and a good night's rest.

"But the boys from Connellsville and Uniontown can stand it. We have two Connellsville boys who are the stars of the battery. One is W. J. Flynn, who has just been sent off to be made into a commissioned officer; the other, Dick Clarke, who is chief of the fifth section and battery detail, but who thinks so much of baseball that he hasn't time even to think of the people back home. Every time I write, he says to 'tell them I am still in Battery B.'"

"We had a big parade down here on the 23rd of October. The Tenth Field Artillery, 24th Infantry, and Eleventh Field Artillery were in line, and Battery B of the Tenth led the parade. We had secured the most Liberty bond sales, our record being \$22,000.

"We also have both Uniontown and Connellsville boys in the Eleventh Field Artillery. Harry Wright, a first class gunner, the Burns brothers, first class gunners, Dick Binkley, known as 'the wild man on his motor-cycle,' and George (I don't know his last name) are all from Connellsville, and that is not so bad for the old town. Henry Wear of Uniontown expects a commission soon. Louis J. Frank sends his best to Bernard Sullivan, as he says he played ball with him in the old P. O. M. League. Frank is playing on the team here. They played the University of Arizona and beat them 2-1, in 14 innings. He and Clarke were the stars.

"We are setting The Courier down here. All the boys send their best, and report that they are trying to hold up the reputation of old Fayette county."

SOLDIER, NOW IN FRANCE, DRAWN AS DECEMBER JUROR

Earl Russell's Name Included Among Those to Serve at Next Criminal Court.

Names of ventremen drawn for service on the grand traverse and petit juries the first three weeks of the December session of court were announced last evening. The term opens on Monday, December 3. Twenty-four men are summoned for service on the grand jury; 72 traverse jurors will report for service the first week of the session, and 90 petit jurors each for the weeks commencing December 10 and 17. Among the grand jurors are:

J. M. Frank, Dunbar township; George Freeman, Connellsville; George Gilroy, Dunbar township; Stewart Leach, Connellsville; Ward Ringer, Connellsville township; C. H. Rittenour, Connellsville; Earl Russell, Connellsville; William S. Slickel, Perry township; Albert Stillwagon, Connellsville township; Robert Werner, Dunbar township. Earl Russell, who is summoned, is now with the Fifteenth Engineers in France.

Connellsville and South Connellsville men summoned as traverse jurors for the first week are: Edgar Blair, John F. Collins, J. A. Cyphers, W. B. Coughenour, John Davis, A. C. Harmon, W. E. Herd, Ellis P. Jones, Joseph Murphy, J. C. Moran, Michael O'Connor, J. K. Pierce.

Connellsville and South Connellsville men summoned as petit jurors for the second week are: William Doyle, Anthony Enos, John Gallagher, Otto Koehler, Abe Kramer, Albert Means, L. S. McClelland, Frank Phillips, Henry Welker.

Connellsville and South Connellsville men summoned as petit jurors for the third week are: William F. Buttmore, Aaron Coughenour, H. J. DeBolt, J. Lemon Hyatt, A. B. Long, Thomas Logan, Ray McCormick, Harry C. Norion, Lewis Robbins, Edward Small, W. W. Welch, J. Woods.

ENLISTS IN NAVY.

James McCleary of West Side, Leaves for Training School.

James McCleary, son of Mr. and Mrs. D. A. McCleary of South Tenth street, West Side, left Friday morning for Pittsburgh, where he recently enlisted in the United States Navy. He will receive his transportation there for a training school in South Carolina.

McCleary was employed at the Baltimore & Ohio shops here as a boiler maker. He was accepted for the Navy in Pittsburgh last week.

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REGISTER AND CLERKS NOTICE

The following executors, administrators, guardians and trustees have settled their respective accounts in the office of the Register and Clerk of Orphans' Court and the same will be presented for confirmation to the Orphans' Court of Fayette county at the Court House, Uniontown, Pa.

No.	Estate of	Accountants.	Filed.
1.	George E. Nickel	W. A. Mitchell, administrator	Aug. 21, 1917
2.	Eliza Jones High	Joseph High, executor	Aug. 21, 1917
3.	Elizabeth Griddle	William W. Connelly, guardian	Sept. 24, 1917
4.	Robert Mitchell Patterson	Cooper Patterson, executor	Oct. 11, 1917
5.	David P. Patterson	Cooper Patterson, administrator & L. A.	Oct. 11, 1917
6.	Jennie T. Shaw	F. E. Youngkin, executor	Oct. 12, 1917
7.	Samuel A. Miller	Charles E. Miller, executor	Oct. 12, 1917
8.	Ash P. Williams	Ada Williams, administratrix	Oct. 16, 1917
9.	Lydia Shallenberger	Stella Shallenberger, executrix	Oct. 16, 1917
10.	Burns H. Gray	W. R. Gray and D. W. Henderson, executors	Aug. 26, 1917
11.	Barclay C. Kropf	William H. Cunningham, executor	Oct. 22, 1917
12.	Michael Majeschak	Joseph C. Majeschak, administrator	Oct. 24, 1917
13.	Annie E. May	Barry Miner, executor	Oct. 26, 1917
14.	Hannah Collier	Francis Nixon, administrator & E. A. S.	Oct. 26, 1917
15.	Mary E. S. Martin	F. D. Munson, administrator	Oct. 23, 1917
16.	Antonio Sencita	P. Bufano and Adoladoro Nardozzi, administrators & L. A.	Oct. 23, 1917
17.	William Shiga	John W. Hladon, executor	Oct. 24, 1917
18.	Elizabeth Thoma	John H. Goodwin, administrator	Oct. 27, 1917
19.	Eliska W. Pickett	John Dugan, Jr., executor	Oct. 26, 1917
20.	Christopher Jeffers	John W. Jeffers and Kathryn Craft, executors	Oct. 27, 1917
21.	Anna S. Moser	J. R. Goodwin, administrator	Oct. 27, 1917
22.	John S. Zandel	J. L. Krepps and W. A. Schorger, administrators	Oct. 27, 1917
23.	Timothy Shaw	Cyrus Shaw and Edwin C. Shaw, executors	Oct. 29, 1917
24.	Sarah Jane Irwin	James R. Linderman, executor	Nov. 1, 1917
25.	George W. Brooks	Charles K. Brooks, administrator	Oct. 27, 1917
26.	Edna D. Scott	Edna D. Scott, administratrix & L. A.	Oct. 30, 1917
27.	Moses Taylor Nixon	Jacob S. Hackney, executor	Oct. 31, 1917
28.	Clementia Davito	Joseph Nath, administrator	Oct. 23, 1917
29.	A. Rose Cumpert	Edward L. Cumpert, administrator	Oct. 29, 1917
30.	John H. Morland	John H. Morland, administrator	Oct. 29, 1917
31.	Andrew Jertkow	George G. Hertzog and J. D. West, executors	Oct. 31, 1917
32.	H. S. Bute	W. P. Bute and J. P. Bute, administrators	Nov. 1, 1917
33.	William J. Stewart	J. Stewart, Jr. and Mary C. Stewart, executors	Nov. 1, 1917
34.	Ann Moore	Samuel H. Moore, executor	Nov. 1, 1917
35.	C. C. Tucker	Ida C. Tucker, administratrix	Oct. 31, 1917
36.	James T. Fawcett	Peoples Savings & Trust Co. of Pittsburgh, administrators	Oct. 21, 1917
37.	James A. Schaeffer	Peoples Savings & Trust Co. of Pittsburgh, administrators	Oct. 21, 1917
38.	Robert H. Muller	Orville McCune, trustee	Nov. 1, 1917
39.	Salomon Kautler	Albert Kautler and B. Franklin Kautler, executors	Nov. 2, 1917
40.	Lucian Frazer	Bert T. Frazer, administrator	Oct. 26, 1917
41.	Adam Jacobs	M. R. Jacobs, W. A. Edmiston and Commonwealth Trust Co. of Phila., executors	Nov. 1, 1917
42.	J. J. Cox	Robert J. Arnett, guardian	Nov. 2, 1917
43.	Irma Johnson	J. G. Carroll, administrator & L. A.	Nov. 2, 1917
44.	George A. Bunker	George A. Bunker, Joseph C. Bunker and Elsie Bunker, administrators	Nov. 2, 1917
45.	Sarah E. Miller, minor	Fayette Title & Trust Co., guardian	Nov. 2, 1917
46.	Mary A. Miller, minor	Fayette Title & Trust Co., guardian	Nov. 2, 1917
47.	Herbert B. Miller, minor	Fayette Title & Trust Co., guardian	Nov. 2, 1917
48.	Joseph C. Miller, minor	Fayette Title & Trust Co., guardian	Nov. 2, 1917
49.	Joseph C. Miller, minor	Fayette Title & Trust Co., guardian	Nov. 2, 1917
50.	Joseph C. Miller, minor	Fayette Title & Trust Co., guardian	Nov. 2, 1917

HENRY R. TITTERINGTON, Register and Clerk of Orphans' Court, Uniontown, Pa., Nov. 2, 1917.

AUDIT NOTICE

Notice is hereby given that the above accounts will be taken up for audit and distribution before James C. Work, President Judge of the Orphans' Court of Fayette county at the Court House at 10 o'clock on each of the following days, viz: Accounts Nos. 1 to 9 inclusive on Monday, December 10, 1917; Nos. 10 to 16 inclusive on Tuesday, December 11, 1917; Nos. 17 to 27 inclusive on Wednesday, December 12, 1917; Nos. 28 to 35 inclusive on Thursday, December 13, 1917; Nos. 36 to 48 inclusive on Friday, December 14, 1917, which cases will be called for hearing on the day and the time set forth in the above notice at which time and place creditors, heirs and all other persons interested shall attend if they see fit and present their claims against the said estate or forever be barred.

HENRY R. TITTERINGTON, Clerk of Orphans' Court.

MEN OF NATIONAL ARMY EXPECTING FURLOUGHS SOON

Thousands May Return to Parade in Pittsburgh Thanksgiving or Xmas.

SOLDIERS ALL EAGERNESS

Chance to Get Back Home For a Short Time Would Be Welcomed by Boys at Camp Lee: City Boys in South Assigned to Various Units.

CAMP LEE, Oct. 30.—Last night this place was visited by a heavy rain, followed by a real cold spell. The ground today was too wet to do any drilling and at the men attended school in the morning and lectures in the afternoon in the mess halls of the respective companies.

On Saturday the colored troops started to arrive and are now quartered in an end of the camp to themselves. They occupy mostly the barracks vacated by the men that went to training camps farther south. Another unit left Camp Lee Sunday for a cantonment in Mississippi. The movement of men from this camp caused the number of Connellsville boys to be reduced considerably.

A card received by the writer from Walter Siger says the boys like Camp Gordon, which is about 13 miles from Atlanta. They made the trip from Camp Lee in 25 hours. He says the boys are pretty well separated, some in the Machine Gun company and some in the Infantry, Hospital Corps and Heavy Artillery.

After approximately two months of intensive training the first men to come home are pretty well accustomed to army life, and no complaints have been registered regarding the treatment accorded them and the living conditions in their temporary homes.

Thousands of tourists coming here all speak well of the place and everything in general, and all praise the work of the government in the way the camp is laid out and the buildings constructed. Nearly every visitor is taken to dine in the mess hall and given the best that is to be had.

Living conditions here are of the very best and every precaution is taken to keep everything in a sanitary condition, thus avoiding as much as possible any danger of spreading disease. The buildings are well constructed and have ample means for ventilation. They are not shacks and anyone saying so is criticizing the work of his own government. Then again they are far healthier than tents.

The officers here seem to take a liking to the National Army men and are giving them all the opportunity in the world for advancement. These men, who are the pick or flower of the country, are being promoted to higher positions in preference to many Regular Army men who have been transferred to this camp.

Much time is being devoted at present to semaphore signalling, an important part of field work. Fifty men were picked from Company I yesterday and out of these it is expected 25 experts can be developed.

A rumor afloat for the last week or so to the effect that a large number of the men here will be given a furlough about Thanksgiving or Christmas has been substantiated somewhat. It is learned from good authority that about 30 per cent of the men will go home for Christmas, and parade in a Pennsylvania town which is believed to be Pittsburgh. The boys are jubilant over the report and are anxious to see Pennsylvania

TRAFFIC TROUBLES GROWING WORSE IN WESTERN PENN'A.

Continued from Page One.

which were to have been taken from Lake Erie ports by cars prior to December 1 only 25,745.076 tons actually had been moved, leaving 4,344,324 tons to be brought in, which also will not be possible of accomplishment.

Under the estimate of 1,000,000 tons of ore per week for the interior furnaces, based on the ascertained needs of the individual plants, the week's shipment was 234,000 tons short. Cold weather in the Northwest resulted in some delay in loading boats, and storms delayed them en route, and it is of course impossible to predict whether the lakes will remain open until or beyond December 1, the probable date of closing navigation upon which all the estimates have been based.

Judge Lovett's order restricting the use of open-top cars is a step in the right direction. Vice President Peck concedes and also that it fails to furnish prompt relief; the list should be still further extended. Some way must be found to keep non-essential freight off the railroads serving the steel industry, if the government's requirements in steel are to be met.

The trunk lines passing through the industrial district between the Ohio river and the Lakes, especially those passing through the heart of the Pittsburgh district, are overburdened with through traffic, such as foodstuffs, munitions, and other priority freight, and notwithstanding the vigorous use of the embargo, there is more freight offering than can be gotten through and at the same time keep the steel industry running at its maximum pitch. It has been assumed that it was necessary to keep the industry practically at its maximum output in order to insure meeting the government's needs for steel, but no one will argue that the government needs the whole output (estimates run from 50 to 70 per cent). The difficulty is to discriminate, because of the diversified ramifications of the finished product. It is well known, however, that certain individual plants are almost exclusively employed on government work, while certain others have only a small proportion of comparatively unimportant work. It would seem that the time has come, Mr. Peck concedes, to draw the line in this respect, and unless prompt relief is afforded through the operations of the Lovett order it will be necessary to analyze the steel shipments from a transportation standpoint and concentrate on the prime necessities.

A committee has recently been appointed representing the steel industry in the district, and this question has been referred to them, with request that they furnish the railroads with full information, both as to the tonnage required from each plant and its relative importance, also the percentage of total capacity absorbed by government requirements. The question of relative importance will of course have to be finally settled in Washington, but this detailed information will be necessary in any event.

The district represented by the Pittsburgh steel committee includes practically the entire production of the Steel Corporation, and also the bulk of that of the independents. In this connection, it is stated that a greater proportion of the productive capacity of the Steel Corporation is required for government purposes than is required of the remainder of the trade, and, if this is true, it will be of importance to the government to know that the pig iron production of the Steel Corporation has been continuously curtailed, with from six to 12 furnaces banked, while the remainder of the furnace industry has been running at nearly its maximum capacity. This is due to causes that are familiar and which appear to be beyond the power of the railroads to control. It emphasizes, however, the importance of cutting out non-essential freight of every character, and embargoes cannot be depended upon to do this under existing conditions, as their effect is practically nullified by the volume of so-called priority freight now moving.

The shortage of coke seems to be the principal cause of keeping down the pig iron production of the United States Steel Corporation plants, Mr. Peck, although some of their furnaces also need more ore. The car supply for coke and by-product coke is indirectly affected by the general situation in the coal industry. The unnecessary hoarding of coal results in increased production and absorption of other facilities needed for handling coke and by-product coke.

The car supply in the Connellsville coke region, while severely restricted as compared with previous years, has been sufficient to keep the entire furnace industry running practically full throughout the year, with the very important exception of the Steel Corporation. The present rate of pig iron production is near the top. The independent interests will be satisfied if it can be kept at the present level, but everybody fears a repetition of the experience of last winter. The very sharp depression which occurred in February of this year was caused by the efforts to "reform" the box cars, which were being made at that time, and there is reason to believe the curtailment will not be so severe this winter—at least not from that cause.

By-product ovens requiring over 5,000,000 tons of coal per annum have been put in service during the year, and the coke made from 80 per cent of this coal will replace beecher coke formerly obtained from the Connellsville field. These ovens were not all running during the first part of the year, but will consume probably 3,000,000 tons of coal during 1917, or the equivalent of 2,000,000 tons of coke. It should be distinctly understood, said Mr. Peck, however, that

notwithstanding the fact that the independent furnaces were running practically full throughout the year (or at least with few cases of banking), and notwithstanding the fact that a large tonnage of pig iron was produced by substituting by-product coke for beecher coke, the pig iron production of the United States Steel Corporation was constantly restricted by shortage of Connellsville coke and by-product coal from West Virginia, and their production would have been greatly increased if cars and other railroad facilities had been available. This situation will continue, Mr. Peck declares, in spite of all the railroads are able to do, but when we obtain from the steel committee the information as to the volume of government requirements and their comparative importance, we will be able to give some intelligent consideration to the possible remedy.

SMALL MINE COST DATA

Is Requested By Fuel Administrator Kuhn of the Pittsburgh District. Many Means Revised Prices.

D. W. Kuhn, fuel administrator for the Pittsburgh district, has issued a request that the operators of the many small coal mines in the Pittsburgh district and in the counties of Western Pennsylvania send him complete and accurate data as to their cost of production. If the prices already fixed are not sufficient to allow these mines to operate, Mr. Kuhn said, it is possible something will be done to relieve the situation.

Mr. Kuhn said he did not know whether this means that the small producers would be allowed a higher price for their coal than the larger producers, but he stated he knew of nothing to prevent such action, as the government had already taken this step in the south and in Illinois. Mr. Kuhn said:

"No one of these small mines in our district produces much coal, but their aggregate production may amount to 1,000 tons daily. The question is whether we are going to lose this badly needed production for the sake of maintaining an arbitrary and uniform price. Operators of these mines have complained that they could not produce coal at the price fixed by the government. Most of these mines are not on railroads and the coal from them must be hauled out to the consumers or to the railroads. It is a very delicate situation and I do not know what will be done. The matter may be decided in a very short time, or possibly in a week."

OPERATORS HERE NOT IN ON COAL PRICE INCREASE

Continued from Page One.

accordance with the terms accepted by the operators and miners at the meeting held in Washington on October 6, when the advance in wages was agreed upon.

Such being the case, the mines of this section and the coke region generally, will not come under the provisions of the President's order, hence the operators will not be entitled to charge \$2.45 per net ton "at the mine" for unscreened coal, as the operators in the Pittsburgh district, operating under the central district scale, will be privileged to do.

The operators of West Virginia having granted an advance in wages similar to that in the central operating districts, they have taken up with the Fuel Administration the matter of making a penalty provision effective in the absence of a signed scale agreement. The West Virginia districts being operated non-union. No ruling has yet been made in the matter but the belief is that by posting notices at the mines, to the effect that the acceptance of employment by the men subjects them to all the conditions, provisions and rulings of the Fuel Administration, will serve the purpose. A similar course was pursued when the compensation law became effective in that state some years ago.

In his letter to President Wilson recommending an advance in the selling price of coal Fuel Administrator Garfield makes several rather significant statements indicating a changed attitude on the question of coal prices. "It was my understanding that in fixing provisional prices for coal," he says, "it was intended to allow a fair profit to the operators. The public does not desire, nor is it necessary to do so, the present emergency, that the coal industry should be asked to make more of a sacrifice than may reasonably be required of all staple industries. Exorbitant profits only have been the subject of concern. It needs no argument to justify congressional and executive action against profiteering when the people of the United States are called upon to make unusual sacrifices."

"As a result of the conference held in Washington between the operators and the miners of the Central Field, an agreement was reached on the 6th of October, providing, among other things, an increase of wages as follows: An advance of 10 cents per ton to miners, advances ranging from 15 cents to \$1.40 per day to laborers, and an advance of 15 per cent for yardage and dead work."

"This will result in an increase to miners of 50 per cent and to the best paid laborers of 75 per cent over the wages of April 1, 1914. These increases are not in excess of the advance in cost of living for that period. "It is obvious that these advances in wages must be taken either from the operator or the consumer. On the assumption that the prices fixed yielded a fair profit to the operator, it is clear that if this increase of wages is to fall entirely upon the operators, their profits will no longer be fair, unless the result of the increase bears an insignificant relation to those profits. This question was submitted to me, as Fuel Administrator. It is not possible to estimate the exact effect of the proposed increases upon the prices fixed. But the experts of the Federal Trade Commission and of the Fuel Administration have made as careful computation as the data in hand permit. I have asked these gentlemen to exclude from their computations any allowance which could properly be regarded as an indirect increase of the profits of the operators, and to make their calculations with the sole object in view of covering the increase in wages by interpreting the above proposals in terms of the prices fixed by you, that is to say, to advise me how many cents per ton on coal produced the proposed wage increases mean."

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT.			
Rate per Gross Ton of 2,240 lbs.		Pittsburgh	Wilmington	Chesapeake	Lafayette
Baltimore, Md.	2.15	2.00	1.85	1.75	1.65
Chester, Pa.	2.15	2.00	1.85	1.75	1.65
Harrisburg, Pa.	2.15	2.00	1.85	1.75	1.65
Johnstown, Pa.	2.15	2.00	1.85	1.75	1.65
Lebanon, Pa., P. R. R. and P. & R.	2.05	1.90	1.75	1.65	1.55
New York N. Y. (E.R.R.)	2.40	2.25	2.10	2.00	1.90
New York N. Y. (E.R.R.)	2.40	2.25	2.10	2.00	1.90
Philadelphia	2.15	2.00	1.85	1.75	1.65
Sparrows Point	2.15	2.00	1.85	1.75	1.65
Steelton, Pa.	2.15	2.00	1.85	1.75	1.65
South Bethlehem, Pa.	2.15	2.00	1.85	1.75	1.65
Syracuse, N. Y.	2.35	2.20	2.05	1.95	1.85
To ATLANTIC PORTS via P. R. R.	2.05	1.90	1.75	1.65	1.55
Greenwich, local	1.50	1.35	1.20	1.10	1.00
Greenwich, export	2.05	1.90	1.75	1.65	1.55
South Amboy, F. O. R.	2.05	1.90	1.75	1.65	1.55
Harborside Cove	2.10	1.95	1.80	1.70	1.60
Greenville	2.10	1.95	1.80	1.70	1.60
Canton, Md., local	1.50	1.35	1.20	1.10	1.00
Canton, Md., export	1.65	1.50	1.35	1.25	1.15
To ATLANTIC PORTS via B. & O.	2.05	1.90	1.75	1.65	1.55
St. George for Export	2.05	1.90	1.75	1.65	1.55
Philadelphia Coal Piers	1.90	1.75	1.65	1.55	1.45
Philadelphia for Export	1.75	1.65	1.55	1.45	1.35
Curtis Bay Piers	1.50	1.35	1.25	1.15	1.05
Curtis Bay for Export	1.65	1.50	1.35	1.25	1.15

The rate from the Fairmont District to Johnstown in the Monongahela Railway to state line, 85c; below state line to Fairmont, 65c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad. The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Smithfield & Martinsburg Branch and from the Fairmont Section of West Virginia. The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to and including Brownsville and Braxton; on the Pittsburgh, Virginia & Charleston Railroad; eastward to Jackson on the Baltimore & Ohio Railroad, and eastward to Dickinson Run and southward to and including Brownsville on the New York Central Lines. The Connellsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Braxton; and all Monongahela River Railroad points; New York Central points east of Dickinson Run, including Connellsville, Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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In view of the foregoing considerations, Administrator Garfield recommended the increase of 45 cents in the price of leaseage practically identical with that used in the President's order advancing the price.

THOMPSON ON STAND

Says Rejection of Emergency Endorsement Caused Failure of Bank.

That Pittsburgh interests by refusing to accept endorsement of James I. Feather, a Uniontown business man, as security for \$50,000, which he agreed to advance to Joseph V. Thompson, the former Uniontown banker, were largely responsible for the closing of the First National Bank of Uniontown on January 18, 1915, was the assertion made by Thompson Thursday afternoon at a meeting of the Thompson creditors in Uniontown, called before Joseph G. Carroll, referee in bankruptcy, for the purpose of examining the bankruptcy. The examination was conducted by C. A. Tully. No action was taken at the meeting, which was adjourned until Monday, November 12, when Thompson will again be questioned. A jeweled sword and paintings in Thompson's Oak Hill home, as well as coal and financial transactions covering a period of 25 years were subjects of inquiry yesterday. The defendant's character was questioned regarding the value of the paintings and sword and as to whether or not the antique furniture at his Friendship Hill country place had ever been removed.

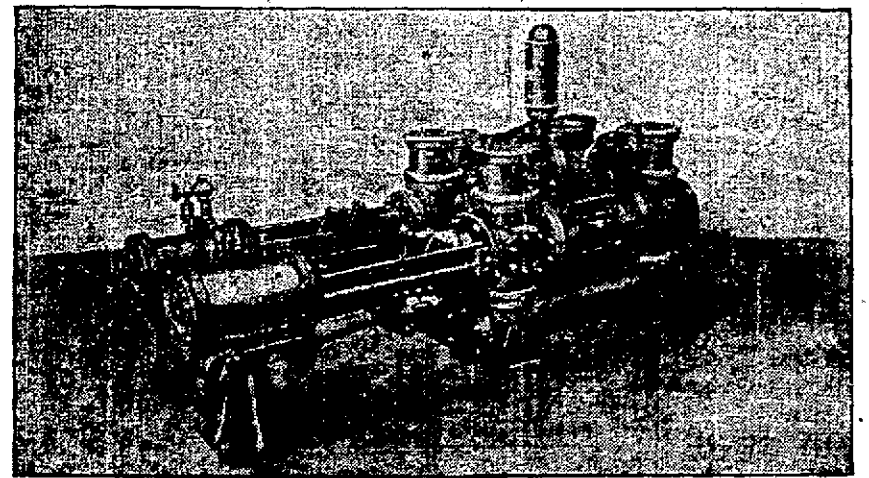
Mr. Thompson said that he never received any funds out of his estate since January 19, 1915, except the \$833.33 a month compensation allowed him by his receivers through an order during the time that the receivership was effective. He also denied that he received any compensation from the Prick deal a year ago and that he expected none from Colonel J. G. Butler, of Youngstown, O., or others who secured the options on the property.

Buy Ligonier Valley Coal. Seger Brothers of Ligonier, who are owners of several large mines in the Ligonier valley, have purchased from Jesse E. Smith of Ligonier 125 acres of coal said to be the last large tract remaining intact in the valley. The consideration was \$100,000.

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CAN CHARGE HIGHER RATES

Railroads of West Virginia Given Permission to Increase Coal Freight 15 Cents Per Ton Within State.

The Public Service Commission has entered an order allowing the applications of 12 railroads operating in West Virginia for permission to put into effect coal freight schedules providing for an advance of approximately 15 cents a ton on intra-State traffic. The order provides that the new rates shall be effective for a period of one year from November 2, or until the further action of the commission. Chairman Morgan dissented from the majority opinion, holding that the advance should not exceed 10 cents on the ton.

The advance in rates was allowed as a war measure, it being the opinion of the commission that the request for more revenue was justified by present conditions. There were few protests to the application, it was stated by the commission in announcing its decision. Only about 2 per cent of the coal shipped by the railroads affected is in intra-State traffic, it was further explained.

The following railroads will benefit by the advance in rates: Baltimore & Ohio, Chesapeake & Ohio, Coal & Coke, Kanawha & Michigan, Kanawha & West Virginia, the Monongahela, Morgantown & Kingwood, Norfolk & Western, Pittsburgh, Cincinnati, Chicago & St. Louis, Pittsburgh & West Virginia, Virginia and Western Maryland.

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Oliver & Snyder Steel Co., Plants 1, 2 and 3, 1,100	Cananda Coal & Coke Co., Tyler and Sycamore Wks., 600
Austin Coal & Coke Co., Plants 1 and 2, 425	H. C. Frick Coal Co., Yorktown, Shosh and Bitner, 1,000
Colonial Coal Company, Smock, 150	Struthers Coal & Coke Co., Fairbank Works, 120

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